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No. 27,916

HONG KONG, THURSDAY, OCTOBER 1, 1931.

PRICE \$3.00 Per Month.

The China Mail

ESTABLISHED 1845.

TO-DAY'S DOLLAR — The closing rate of the dollar on demand, to-day was 1s. 13½d.



Local Branch, Pedder Bldg. Tel. 24554.

FAMOUS PAINTER DEAD

**SIR WILLIAM ORPEN, R.A.
R.I., K.B.E.**

A HEAVY SMOKER

GREAT AND SUCCESSFUL ARTIST
ADMIRER BY ALL.

HIS WAR PICTURES

London, Yesterday.
The death occurred to-day of Sir William Orpen, R.A., R.I., K.B.E., the famous Artist and Sculptor.—Reuter.
Sir William was born on November 27, 1878, so was within a couple of months of celebrating his 53rd birthday. He was educated at the Dublin Metropolitan School of Art, also at the Slade School. He has been President of the International Society of Sculptors, Painters, and Gravers since 1921, and of many another Artists' Society.
In 1918 he held a great exhibition of War Pictures. His picture, "The Unknown British



Soldier in France," provoked much comment at the time. The subject is referred to again later. Many of the pictures in this exhibition were, in due course, presented to the Nation.

"Bill" and "Orps."

The character of Sir William Orpen, R.A., K.B.E., is summed up in the fact that most men could call him "Bill" and most women called him "Orps." Only the best-trained club servants ever succeeded in addressing this little man with the dancing eyes and the air of almost effish responsibility as Sir William. As an R.A. he was duly elected to the Athenaeum Club, but he never had the courage to enter the doors of that sedate haunt of bishops and other staid and learned persons.

Best-Amused Man in Europe.
By common consent Orpen was a great painter. It was common knowledge that he was also a great success. Queues of the wealthy and the eminent stood outside his studio waiting their turn to be painted. And Orpen saw the humour of it all. He was probably the best-amused man in Europe. He found life extraordinarily pleasant and funny.

Artist's Own Interpretation of His War Picture.

Sir William Orpen, whose picture in the Academy, "The Unknown British Soldier in France," provoked much comment, replied to his critics in an interview printed in the Evening Standard at the time. He was, the interviewer says, "scornful and a little angry." "I agreed to paint three Peace Conference pictures for the Imperial War Museum," said Sir William. "Two of them—the one of the Conference at the Quai d'Orsay, the other of the signing of the Treaty at Versailles, are already

in the museum. The third was to represent a room in the Palace of Versailles called the 'Hall of Peace,' the room through which you enter the long 'Galerie des Glaces,' where the Treaty was signed. It was arranged that I was to group there the politicians and generals, and admirals who had won the war. I made studies for them; I painted the room, and then I grouped the whole thirty-nine or whatever the number was in the room. It took me nine months' incessant painting; hard work. And then, you know, I couldn't go on. It all seemed so unimportant somehow beside the reality as I had seen it and felt it when I was working with the armies. In spite of all these eminent men, I kept thinking of the soldiers who remain in France for ever. Whether the Hall of Peace deserves its title or not, it must deserve it in future only so far as they gave it.

"So I rubbed all the statesmen and commanders out, and painted the picture as you see it—the unknown British soldier in France, guarded by two dead comrades. The long dark room behind them is the Hall where the Treaty was signed. The cherubs? Well, I should not call them cherubs, nor did I feel that they conflicted with the mood of the picture as a whole. But, whether I was right or wrong in that, you must believe that I painted it in all seriousness and in all humility. I have satirised nobody, nor did I intend to set any problem. All the meaning is in the title of the picture itself, 'The Unknown British Soldier in France.'"

A Heavy Smoker.

Having smoked approximately 600,000 cigarette since his boyhood, Sir William Orpen, R.A., the portrait painter, when he was 43, that is now ten years ago, was taken seriously ill with nicotine poisoning. When well on the road to recovery, he told a reporter about his illness and his smoking achievements.

"Until my illness I averaged 50 cigarettes a day," he said. "The doctor tells me that there would have been no trouble if I had not inhaled. I began smoking when I was seven. I saw my brother smoking and went out and copied him with a bit of brown paper rolled up in the shape of a cigarette."

A Lesson.

"I think I have smoked every day since. It was my custom to smoke before my morning bath and in it. But I am afraid those days are past. Nicotine poisoning is a lesson. The chief symptoms were loss of appetite and 'smokers' heart.' The first effort made me dizzy. For days I had to have strychnine injections. Also—an added affliction—I had to knock off smoking."

"Awful Example" to Cigarette Smokers.
"Let me tell all excessive smokers that nicotine poisoning is a most painful business. Fortunately, in my case it has been cured. I knew I had recovered when I made an 80 break at billiards one day. I have appeared at my club as an awful example of the cigarette habit, but

CONSCIENTIOUS AMAH.

Goods Removed for
Safe Custody.

MAGISTRATE RAISES ISSUES.

(Kowloon Police Court.)
Taking advantage of her master's absence from his residence at No. 4, Humphreys' Buildings, ground floor, during the trouble, Chan Sam, an amah, is alleged to have stolen goods amounting to \$57 and absconded.

Conscientious Amah!
The amah was employed by Mr. M. Shimakawa, a dentist, and when charged to-day, pleaded that she took the goods to prevent the rioters stealing them. The property stolen consisted of an electric heater, leather case, clock, vase, basket, and three pieces of material.

Mr. Shimakawa gave evidence that the larceny occurred while he was living in the N.Y.K. mess on Sunday.
As a result of some good work put in by Detective Sergeant Pearson, who found defendant with the property at No. 131, Fuk Wing Street, the things were recovered.

Police Entry of Premises Questioned.

While the detective was giving evidence, Mr. J. A. Fraser, the Magistrate, queried the authority of the police to enter the premises.

Invited to Come in.
Sub. Inspector Elston explained that the woman came to the door and told the Police to come in. She admitted taking the things and carried them back to the Police Station.

Emergency Regulations.
Detective-Serg. Pearson said he entered the premises without authority or warrant, on the powers of the emergency regulation.
Authority for Arrest Wanted.
The case was remanded until tomorrow, His Worship intimating that unless some authority for the arrest was forthcoming the case would be dismissed.

DR. C. T. WANG RESIGNS.

On Ground of
Health.

Nanking, Yesterday.
Pleading that his present state of health hinders him from performing efficiently his duties at a time when China is confronted by a great national crisis, Dr. C. T. Wang resigned this morning.

Chiang Kai-shek, in regretfully accepting, states, "after four years of excellent and meritorious service the Foreign Minister will have an opportunity to rest."
Dr. Alfred Sze is to succeed Dr. Wang, and Mr. Frank Lee is carrying on until Dr. Sze's arrival from Europe.—Reuter.

Dr. Wang Worse.

Nanking, Yesterday.
Dr. C. T. Wang's condition became worse to-day, on account of infected knees.—Sino News Service.

I am afraid I have not so far got any converts."

Then, as an afterthought, Sir William took from his pocket a packet of cigarettes and said: "Have one?" The packet was one that holds 20, but there were only 18 left. Looking reflectively at the gap in the ranks, he said: "Yes; that's all I have had to-day," and he put the packet back in his pocket quickly, as one who thrusts aside temptation.

NO NEWS

KINGSFORD-SMITH
WHERE IS HE?

SOME ANXIETY

LANDED OUT OF THE
WAY SPOT?

London, Yesterday.
Crowds waited vainly yesterday at the Athens and Rome aerodromes for a few hours after they had learned that Kingsford-Smith had departed from Aleppo on route to London.

The world is now twenty-four hours without news, though the airman carries wireless.

To beat Mollison's nine-day record from Australia Kingsford-Smith must reach London to-day. It is, therefore, possible he has taken a crow's life from Aleppo and landed in an out of the way spot. The machine carries sufficient fuel for 1,500 miles only.—Reuter.

FAI.

The Royal Observatory's report issued at 10.30 a.m. to-day says:—

The anticyclone remains central to the West of Shanghai.

Pressure is relatively low over the Visayas.
Forecast: — N. E. winds, fresh; fair.

Rainfall.

Rainfall for 24 hours ended at 10 a.m. to-day 0.83 inch. Total since January 1—74.17 inches against an average of 75.87 inches—deficit 1.70 inches.

Temperature.

The temperature at certain specified centres this morning at 5 o'clock was:—

Hong Kong	69
Pratas Island	81
Manila	76
Foochow	65
Amoy	70
Chefoo	58
Shanghai	59

EXCHEQUER RETURNS REVEAL DEFICIT.

London, Yesterday.
A deficit of £98,410,000 is shown in Exchequer returns revealing National Revenue for the six months ended September 30. Income is given as £263,465,000 against expenditure of £361,875,000.—Reuter.

ADJOURNMENT OF PARLIAMENT

Rugby, Yesterday.
In the House of Commons this afternoon the Prime Minister replying to the Opposition Leader, Mr. Arthur Henderson, said that the National Economy Bill having passed the House of Commons they hoped that by the end of the current week, the Finance Bill and necessary supplementary estimates would be disposed of. Some minor business remained but it was quite possible for the work of this part of the session to be concluded by Wednesday next.—British Wireless Service.

AN OCTOBER ELECTION

A GREAT AIR
FEAT.

Amazing Speed
Record.

415 M.P.H.

Rugby, Yesterday.
The first lap of Flight Lieut. Stainforth's flight was accomplished at the staggering speed of 415 miles an hour, which exceeded the highest hopes of the designers, engineers and pilots.

Record Won't be Beaten in a Hurry.

It is confidently believed that the new record will stand to the credit of Britain for a considerable time to come. Stainforth's new average speed is equivalent to 678.76 kilometres an hour. The film from the camera gun timing apparatus, on which the flight was recorded, was developed early this morning, and after the speeds had been worked out and checked they were communicated to Stainforth at 4 a.m. He was awaiting the result in the officers' mess at Calshot. When the figures were announced, Stainforth showed no signs of elation but calmly continued a game he was playing.

Magnificent Performance.

Stainforth's flight had been a magnificent performance. The conditions were only fairly favourable when he climbed into the cockpit. Visibility was only three miles, and he needed twice that distance to see his marks and be sure of his line on every run up to the course. Consequently, instead of land marks he had to use cloud lines to fix his position and direction. Stainforth was off the water and in the air in 43 seconds. The engine had never previously been flown, and no engine had ever used the special fuel mixture which had been designed for it. Stainforth had thus first to try out his craft.

A Steep Swoop.

Satisfied with the test he climbed to the permitted 1,300 feet and took his true line, then swooped steeply down to 50 metres height, flattening out with full throttle roaring to race along the course.

Alighted Gracefully.

Sweeping widely over Spithead and the Solent as though to make the most of what may be his last flight at such speeds, he alighted easily and gracefully. He was greeted by his wife and brother officers and the technicians, who had been thrilled by the spectacular achievement.

Lord Amulree's Congratulations.

Rugby, Yesterday.
In a telegram to Squadron Leader Orlebar, Lord Amulree, Secretary for Air, says:

"Please convey to Stainforth my warmest personal congratulations and those of the Air Council on his magnificent performance yesterday. It is a fitting culmination to splendid team work."—British Wireless Service.

DR. ALFRED SZE.

Unable to Accept
Appointment.

PERSONAL REASONS.

Geneva, Yesterday.
Dr. Alfred Sze, interviewed here to-day, stated that he had heard, unofficially, that a decree had been issued appointing him to succeed Dr. C. T. Wang; but, for personal reasons, he could not accept the appointment.—Reuter.

IT IS SAID THIS IS
VIRTUALLY SETTLED

SIGNS OF THE TIMES

POLLING DAY OCTOBER 28 OR
OCTOBER 29.

LLOYD GEORGE OPPOSED

London, Yesterday.
While definite decisions still remain to be taken most people in Westminster now regard an October Election as virtually settled.

The Prime Ministers calculated vagueness at question time in the House of Commons yesterday, his visit to his constituency tomorrow, the cancellation of next week's Conservative conference in Birmingham, and the continued perturbation in Liberal ranks all are deemed to be significant of the approaching dissolution and that the National Government will appeal to the country.

The general expectation is that Parliament will dissolve on Thursday or Friday of next week and that polling day will, according to the date of the dissolution proclamation, be either October 28 or 29.

The main topic of discussion in the election issue is now the action likely to be taken by Sir Herbert Samuel and other Liberal Members of the Cabinet.

Sir Herbert Samuel and Sir Donald Maclean visited Mr. Lloyd George yesterday afternoon and it is persistently stated that Sir Herbert Samuel's resignation from the Government is likely to ensue for Mr. Lloyd George is alleged to have expressed himself very forcibly to Sir Herbert at the turn of the events. There appears to be little prospect of bringing Mr. Lloyd George into the fold.

On the other hand efforts are being made to arrange for Sir John Simon to enter Government with Sir Herbert Samuel, an arrangement which would widen the scope of Liberal representation in the Government.

Although an Election is now regarded as a certainty there are still suggestions that if the difficulties over a formula raise unexpected problems there may be a short interval between the adjournment in the middle of next week and the act of dissolution.

Prorogation on Wednesday would Service.

mean an end to this session with a proclamation at any time thereafter.

It is not considered that the Election need affect the Round Table Conference as there are delegates from each of the political parties who as Peers will not be affected by electioneering.

Premier Insists on National Unity.

Rugby, Yesterday.
Much significance is attached by the Press to the fact that the Prime Minister, Mr. Ramsay MacDonald, has decided to address his constituents at Seaham, Durham, on Friday.

It is anticipated that by Friday most of the urgent tasks demanding the personal attention of the Prime Minister will have reached a stage permitting of his temporary absence from London, and that an announcement of the immediate course of events in the political field will by that time have been made.

There was a further meeting of the Cabinet this morning, and newspapers state that efforts are continuing with the object of securing that measure of national unity which, it is reported, is insisted upon by the Prime Minister as a condition of his leading a big central block which would concentrate upon immediate national needs.

Special interest is being displayed in the attitude of the Liberals and in the efforts being made to find a basis of agreement upon which their support of a national programme could be secured. Mr. Lloyd George, Leader of the Liberal Party, who has been kept informed of developments throughout the crisis, is still reported to be opposed to a General Election at this juncture. The Acting Liberal Leader, Sir Herbert Samuel, again visited him to-day at Churt, his country house in Surrey where he is convalescing after his recent severe operation.—British Wireless Service.

APPLICATION FOR REHEARING CASE

Against a School
Master.

(Kowloon Magistracy.)

Before Mr. J. A. Fraser this morning Mr. F. C. E. Rendall made an application for a re-hearing of the case against Chan Wan-cho and Lau Wing-sang who were convicted and sent to jail yesterday in connection with the raid made on the Yeuk Chi School in Yau-mai.

Mr. Rendall said he was basing his appeal on the fact that the writing on the blackboard was an extract from a Chinese newspaper, and there was a supposition that Chinese newspapers were censored by the S.C.A., and therefore the extract could not be of an inciting or inflammatory nature. Furthermore there was the question of criminal intent and good character. "Good character," continued Mr. Rendall, "invariably enters into the case."

His Worship: "I am prepared to hear your application insofar as to hear you on two points (1) in

STRANGE SHOOTING AFFAIR.

Coolie Receives Two
Bullet Wounds.

A mysterious shooting affair took place in a contractor's mat-shed at Kowloon City, last night. The victim, Ng Ngol, age 29, an earth coolie employed by the Tung Nam Building Contractors, was sleeping in the mat-shed in Prince Edward Road when the affair took place. He received two bullet wounds in the chest, and is now lying in the Kowloon Hospital in a critical condition. There were twenty others sleeping in the same shed, but none of them can give any description of the alleged assailant. Neither will the victim give much information to the Police. A 32 automatic was picked up on the floor of the mat-shed after the shooting had occurred.

regards to the producing of the newspaper, and (2) in regard to character."

The rehearing was fixed for 12 noon on Wednesday next. Bail was refused.

MOTORISTS THIS IS YOUR PAGE

WILLYS ENTHUSIASM

An Opinion from East London.

Evidence of the enthusiasm with which the 1931 Willys Models have been received in South Africa is contained in a letter and a newspaper article recently received from Mr. Kenneth W. G. Eccles, the Sales Manager for Messrs. Atkinson Oates Motors Ltd., the Willys Distributors for the East London portion of the territory. He writes:

"I feel sure you will be interested in the enclosed newspaper write-up on the 97 Model. The Motor Editor of the East London Daily Dispatch, who is responsible for this article, considers this car one of the finest propositions he has ever handled, and has promised to spread the good news to all and sundry."

"We are all 100 per cent. sold on the Willys Models and feel sure we shall be able to put a large number on the road."

"We anticipate really big business in your lines, and would welcome further suggestions for the betterment of our Willys sales."

In the article which Mr. Eccles enclosed, the Motor Editor of the East London Daily Dispatch says:

"Organisation, the perfection of mass production and factory schemes, and the narrower margin

of profit made possible as original capital outlay on plant is wiped off, bring full-value cars lower and lower in price, until one tries to visualise where it is going to end."

"A car that gives rise to this train of thought is the newly-released Willys 'Six' built and designed as a new challenge in the low-price field."

"A feeling of control and confidence seems to settle immediately over the driver with this car. The front seat is adjustable and the screen wide and low gives plenty of vision, while the sliding-type selective gears (three-speed standard change) and four-wheel Bendix internal expanding brakes made the matter of acceleration and deceleration almost instantaneous."

It is somewhat refreshing these days to see an unusual car with new lines, and the Willys came in for a good deal of attention in town."

"The Willys traction was definite and unwavering. There was no suspicion of swerving or skidding when cornering at fairly good speeds, neither did the body betray any signs of side sway."

As regards appearance, the Willys is a clever little car in many ways. The double-drop frame of the chassis, besides giving added strength and balance, allows the body to be suspended a good deal lower without losing ground-clear-

ance for the engine-tray and sumps. This low-slung effect imparts a symmetrical appearance, and adds proportion to the artistically rounded sedan body. The Willys definitely breaks away from the square aspect that spoils the line of so many sedans."

"To return to interior details, nothing that increases driving comfort seems to have been forgotten."

"Altogether, the new Willys 'Six' may be regarded as a welcome addition to the wide range of cars now open to the buying public. It is a car with a strong performance and a fine appearance."

ENORMOUS MILEAGE.

Based on an average petrol consumption of 12 miles a gallon, motor vehicles in America run more than 168 billion miles annually, average annual mileage about 6,300 miles. If one vehicle could travel to the sun, 92,000,000 miles away, it would make 963 round trips each year to equal the mileage of motor vehicles in the United States, according to statistics.

In order to push the sale of Morris vehicles in overseas markets, a group of centralised subsidiary companies has been established in India and South Africa, under the control of Sir William R. Morris.

DO-X.

Engines of World's Largest Flying Ship.

CORRECTLY LUBRICATED.

Dr. Dornier's giant flying boat, the Do-X, has been an object of interest in the aviation world for some considerable time, and her performances in the course of her flight across the Atlantic have unquestionably established her success as a type, and have clearly shown that it is possible to combine aeroplane and ship.

The Do-X is a semi-cantilever, high-wing monoplane. Its wing span is 167 ft., its length 131 ft., and the tops of the propellers are 31 ft. above the keel of the hull.

Fully laden, the craft weighs 55½ tons, with a disposable load of 23 tons. It is remarkable from the point of view of carrying capacity, in that it can carry one pound of useful load for every one pound of its own weight. The maximum speed is 150 m.p.h., and the cruising speed 115 m.p.h. The hull is divided into three decks, the middle deck, which is 64 ft. long, being reserved for passengers.

The Do-X has twelve Curtiss Conqueror engines each of 600 h.p. They are lubricated with Mobiloil Aero "H". The engines are

mounted in pairs above the main plane, one engine of each pair driving a tractor air screw and the other a pusher air screw. The Do-X has a large reserve of power. It can fly and manoeuvre with eight engines, and can actually take off with that number of units in operation.

The control of the Do-X is in many respects similar to that of an ocean going ship. The captain has a staff of navigating officers and engineers. The captain or navigating officer on duty can if necessary control all the engines from the navigating room, but, generally speaking, their operation is under the control of the engineers who are connected by telephone with the navigating room.

The Atlantic flight was taken in easy stages, during the most trying part of the year from the point of view of weather conditions.

Several unfortunate adventures, not due to inherent disabilities, were encountered, but these can only be regarded as emphasising the capacity of the Do-X. The experience she had soon after leaving Bordeaux in November last, when she was forced down in the Bay of Biscay, certainly made it clear that she was possessed of considerable sea-worthiness.

The Atlantic flight was finally completed on June 5, when the Do-X arrived at Natal, Brazil, after having covered the distance from the Cape Verde Islands at an average speed of 113 m.p.h. This is a telegram received by the Vacuum Oil Company from the Commander of the Do-X:

"The excellent quality of Mobiloil has made the Trans-Atlantic flight possible. Congratulations on your services and co-operation.
Christiansen, Captain Do-X."

A YEAR'S TEST.

In Sixty Days for Buick.

Within a period of sixty days the Buick engineering staff can now do as much development work as it formerly could accomplish in a year, according to A. F. Bassett, Managing Director of General Motors Export Company.

"A test car can be put on the General Motors proving ground today and, in a comparatively short time, run 25,000 miles under the constant supervision of the Buick engineering staff. If some new experimental device fails to stand up under the constant strain of high speed driving the engineers have little difficulty, under these conditions, in discovering what is wrong," Mr. Bassett said.

Discussing the engineering resources of the Buick Motor Company, Mr. Bassett pointed out that the engineering set-up of General Motors includes a technical board comprised of the corporation and division engineers, representatives of the General Motors Research Laboratories and engineers from the proving grounds; these, in addition to Buick's own engineering staff which numbers about 475 men, constitute the engineering foundation on which Buick builds better automobiles.

"On the chief engineer's staff alone there are 60 men, more than the entire engineering department of many companies," Mr. Bassett continued. "An entire lifetime can be spent studying one certain motor part without learning all there is to know about it. At Buick there are specialists for everything. There are 17 men working on engine developments alone."

Among the recent outstanding contributions made by the Buick staff to the improvement of automotive engineering are Buick's synchromesh transmission, the oil temperature regulator and the carburettor air intake cleaner and silencer. These proven features are built into all 1931 Buick straight eights.

The half-yearly imports of motor cars and chassis into New Zealand were the lowest for nine years. Out of a total of 2,629 imported cars 1,457 were British, 472 Canadian and 827 American.

FIRESTONE VOICE.

James Melton and Array of Talent.

New York, Sept. 3. "The Voice of Firestone" will officially open the fall radio season with a notable array of talent. It goes on the air at 8.30 p.m. Eastern Daylight Saving Time, September 7, over a nationwide NBC network.

Announcement made to-day by the Firestone tyre and Rubber Company confirmed that this programme will include some of the leading stars of radio. A notable cast headed by James Melton, internationally famous tenor, Gladys Rice, soprano, the Firestone Male Quartet, and William Merrigan Daly, directing a 30-piece symphonie orchestra, comprises the musical talent of the programme.

James Melton's voice has made him a favourite with radio listeners for a number of years. He divides his time between radio engagements and such important social functions as a Charity Fete at Newport and a swing around the United States or a trip to Europe on concert.

Gladys Rice first knew the entertainment world through the stage. It was in her school days that her teachers discovered she had a voice of more than usual promise. She joined a musical stock company at Mount Vernon, N.Y., at the age of seventeen.

She, too, like "Jimmy" Melton, was early in her career engaged by "Roxby" and was starred at the Rivoli and Rialto Theatres in New

York. So impressed was "Roxby" with her work that she stipulated when he moved to a larger theatre that Miss Rice should go too. In addition to the enviable position she holds in the world of radio Miss Rice is a pianist of ability.

Friends of American music—and they are increasing in number each month—find a sympathetic maestro in William Merrigan Daly, who will direct the "Firestone Orchestra." Daly's most recent honour was to be chosen by George Gershwin to conduct the latter's famous "Rhapsody in Blue," when it was played for the first time by the huge Philharmonic Orchestra in New York City. At that time Daly was introduced by Deems Taylor, noted American composer, who was also on the programme, as "next to Leopold Stokowski the greatest conductor of American music now living."

The male quartette has a reputation in keeping with those of the other stars of the "Voice of Firestone" programme.

New York radio critics have hailed the programme personnel of "The Voice of Firestone" as one of the most ambitious assemblages of talent offered on a single programme in many years.

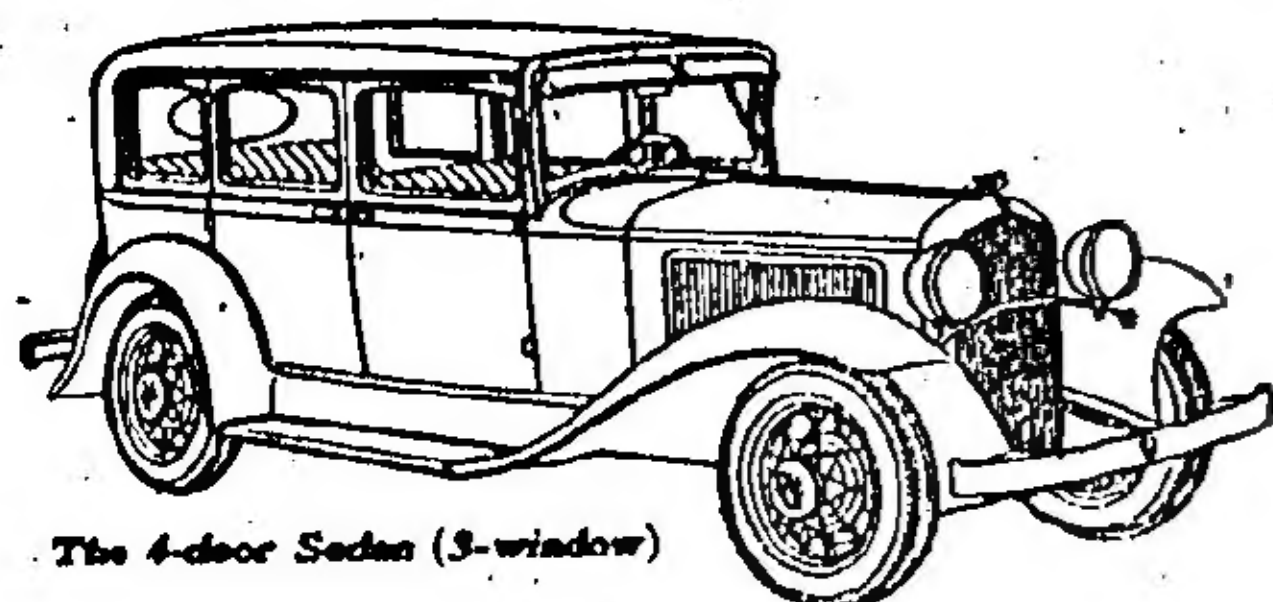
Home sales of Gorman motor-cars and commercial vehicles dropped from 58,734 during the first six months of last year to 42,564 in the same period of this year.

There is only one passenger car, no buses and 61 commercial motor vehicles, 52 in all, in Bermuda.

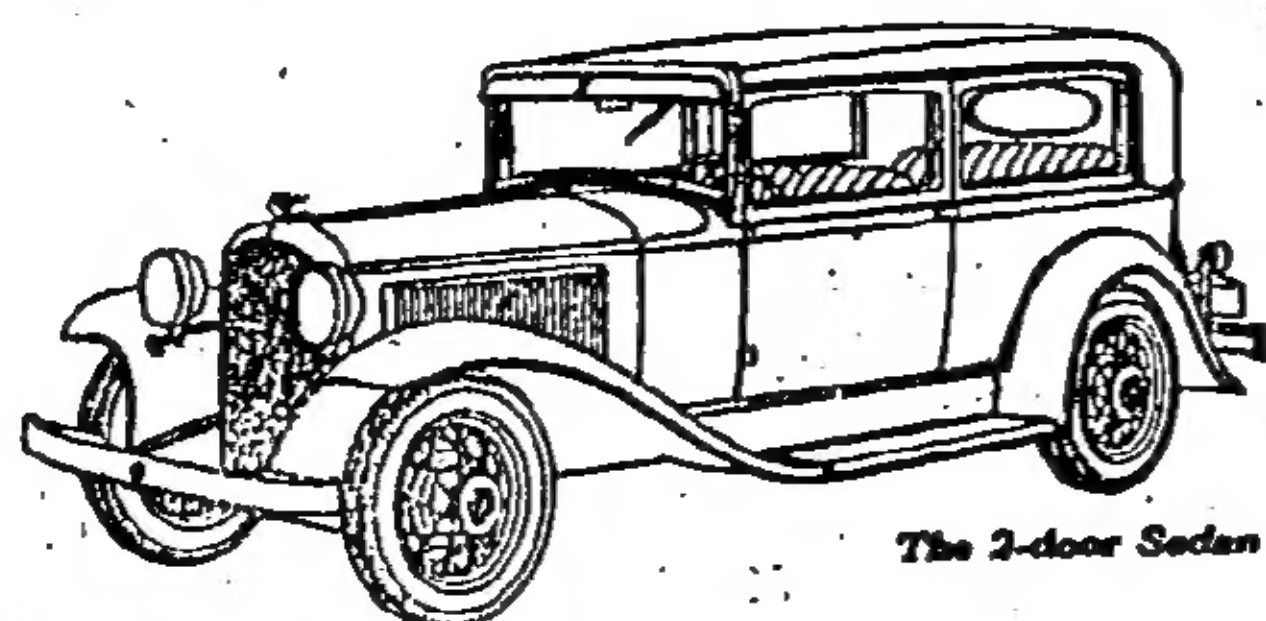
SMOOTHNESS OF AN EIGHT ECONOMY OF A FOUR

CPLYMOUTHB

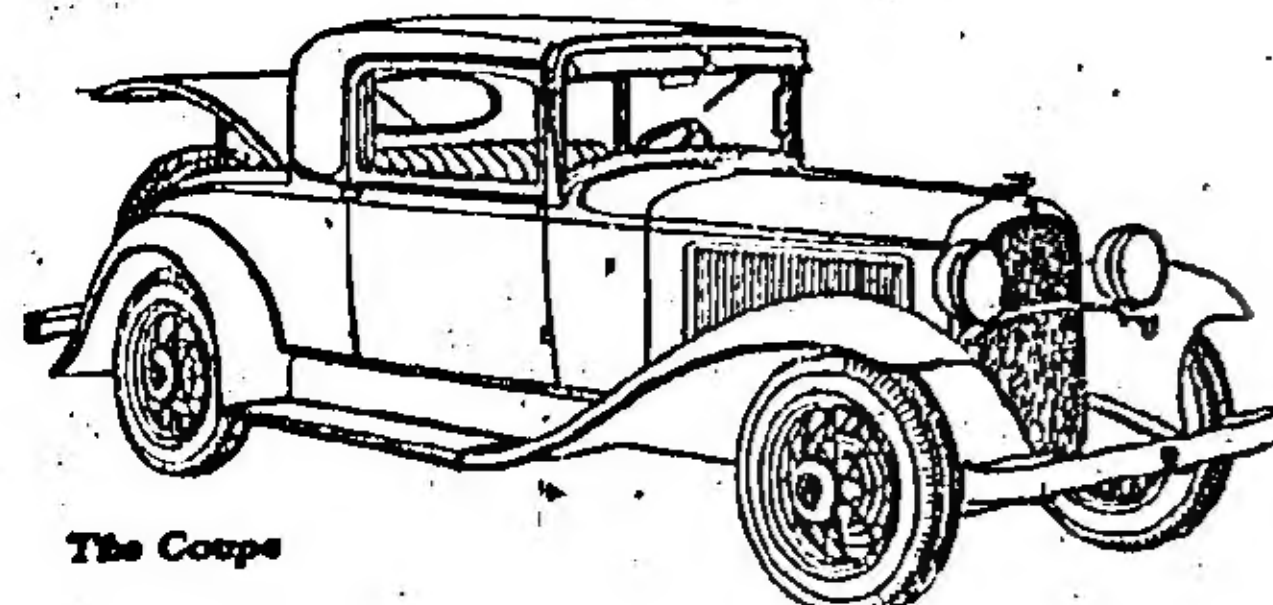
FLOATING POWER and FREE WHEELING



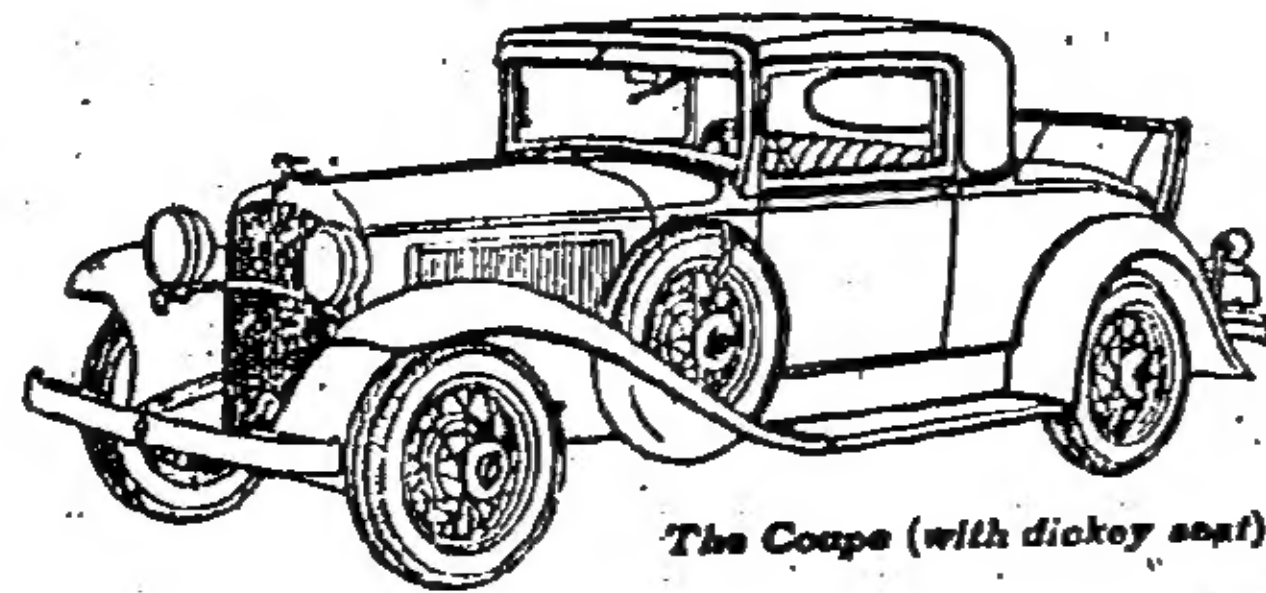
The 4-door Sedan (3-window)



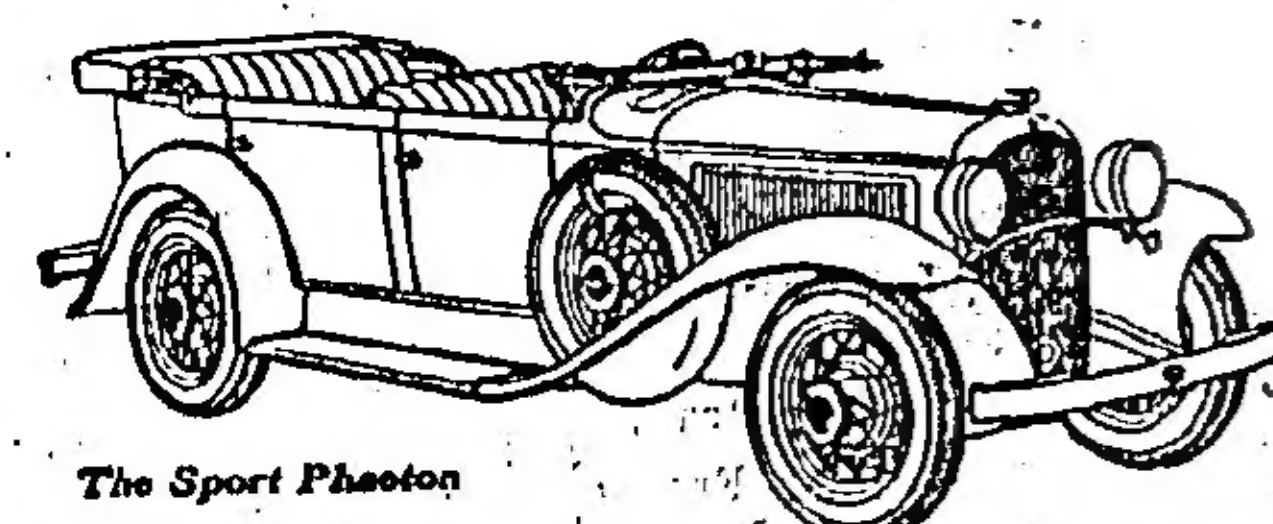
The 2-door Sedan



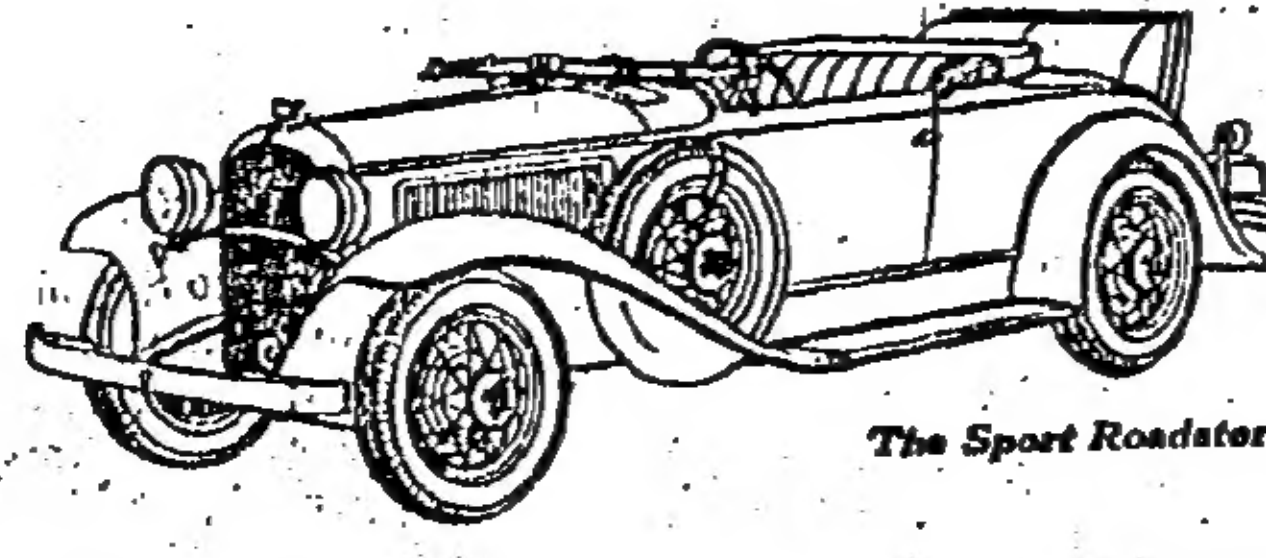
The Coupe



The Coupe (with dicky seat)



The Sport Phaeton



The Sport Roadster

Floating Power—vibrationless, smooth performance—Free Wheeling—smooth, easy driving with economy in gas, oil and engine wear—Easy-Shift Transmission—quick, quiet gear-shifting between second and high and back again at speeds of 35 to 45 miles an hour—56 Horsepower—65 or more miles per hour and ample power for heavy going—Hydraulic Brakes—simplest and unexcelled for safety—Steel Bodies—virtually one piece for safety and freedom from rattles and squeaks—Double-drop Frame—for greater safety and better lines—the only car in the low-price field with such revolutionary engineering developments.

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Tel. 25644

Tel. 25644

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDLELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.

MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road, Tel. 24759.

G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.

NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.

SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 50253.

FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22285.

MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

AMERICAN WOMEN.

Starting to Appreciate Car Driving.

Recently, Marjorie Avery, the noted American writer, consulted one thousand women in New York City who owned automobiles or who had cars in the family. Of this number, it was disclosed that only two hundred and ten were accustomed to driving, of whom one hundred and seventy-five enjoyed it and fewer than one hundred drove regularly. These interesting facts are recounted by Miss Avery in her article entitled, "Women Should Drive and Why They Don't," which appeared in the June issue of Michigan Motor News.

Miss Avery reveals that most women prefer not to drive because they do not yet know the ease and comfort with which the present day motor car can be driven. She points to Free-Wheeling as one of the many reasons why women should drive their own cars—a feature recommended for women drivers by Hupmobile when this manufacturer adopted Free-Wheeling on its cars several months ago. "Outstanding," declares Miss Avery, "is the new feature of Free-Wheeling. It took more than advertisements to convince me that this mechanical improvement was anything in the manner of an innovation for women. But, I find that it is. If you have not driven an automobile in four years you have only a faint idea of the ease with which to-day's new automobile can be driven with pleasure.

"A surprise awaits the unfamiliar motorist who has not enjoyed the ease of Free-Wheeling. The latter two shifts are simple movements of the shift lever. The clash of gears in making these simple shifts is a feature of the past and one which has caused many women to give up their driving career."

Commenting on the many newer features which have brought new driving interest to women motorists, Miss Avery says:

"Steering gears have been revamped to make the 1931 car easy to turn and control. The severe jiggling and jolting to the driver with hands on the wheel has also gone with the passing of the old driving gear. At high speeds, the car of to-day requires only an occasional delicate touch to maintain a straight course. The new cars are lower—both actually and in feeling, still permitting ample headroom, and many of the new models offer a driving seat almost in replica of modernistic lounge chairs. Upholstery is easily cleaned.

"Light controls offer another invitation for a woman to drive. Instrument panel dials are easily observed. The corner posts are smaller, adding to the safety of driving by increasing the vision field at the sides. Brakes require only a slight pressure to bring the new cars to a gentle stop. Likewise the new motors are much easier to start."

This writer concludes by intimating that because of the many features which contribute to comfort and driving ease, many of the women who indicated that they do not enjoy driving, will shortly be operating their own cars.

"DON'TS" FOR DRIVERS.

To the inexperienced motorist practically the whole dictionary seems to be full of "don'ts," but there is little doubt that the longer one motors the more one realises the importance of this little word. The following collection of don'ts, varying from the safety first aspect to the welfare of the car and better driving methods, are worthy of the attention of all motorists.

Don't try to get too great a mileage out of a gallon of oil. It won't pay you. One often hears and reads of drivers who get anything up to 5,000 miles out of a gallon of oil, and this without changing the lubricant in the sump. Nothing is said, however, about the wear which takes place in the engine under these conditions. If the motor is to have a reasonable chance of trouble-free life the oil should be changed every 1,000 miles, and, for city driving, every 500.

Don't be tempted to buy cheap, unbranded oil; it will probably turn out rather expensive in the end.

Don't neglect points that need lubrication merely because they are almost inaccessible.

Don't be afraid of gear changing. If you have not the knack of getting the lever across silently take a couple of lessons and get it. It will save you money, and will add materially to your driving pleasure.

Don't forget that you owe a measure of consideration and all reasonable courtesy to all other road users. Don't drive in such a way as to splash pedestrians or other road users with mud if it is at all practicable to avoid doing so. By keeping your wheels out of the worst pot holes and going slowly in muddy places you can avoid a lot of inconvenience to other people.

Don't reverse without previously giving yourself the "all clear."

Don't forget that your personal comfort is an important factor to your safety as road-using unit.

Don't drive on one brake only. Use each alternately and gently.

Don't abuse the use of the horn, or imagine that its warning gives any automatic right of way at cross roads. All the best drivers use a minimum of such sounds, emergencies excepted, of course.

Don't overtake on corners, even if some one waves you on, or until you know from your own observation that the road is clear.

Don't play with the adjustments on your car unless you know how to do it.

In 1930 the production of cars in the U.S.A. was 2,910,187, compared with 4,794,898 in 1929, a decline of 1,884,711.

Experiments are being made in Ceylon with a rubber bitumen emulsion for the construction of roads.

"3 IN FRONT" CAR.

Genuine Stream-Lining Made Possible.

Among other well-known manufacturing concerns Riley (Conventry), Ltd., has decided to produce a special model for overseas and to make a determined effort to enlarge its already wide sphere of activities.

As might be expected, the "Nine" is the type chosen to represent the Riley name abroad and in one particular the manufacturers have been fortunate—a special Army car has been in existence for some considerable time; indeed, a great number of these special types have been delivered to the military authorities during the past year or so. The consequence is, of course, that the new overseas model is a thoroughly tested and tried proposition.

Broadly speaking, the chassis is identical to the same as the normal product, but it has been dressed-up, as it were, to suit the occasion. In the first place a really large ground clearance has been obtained by employing wheels and tyres of 31-in. by 5.25-in. section, together with a slight rearrangement of breaking controls.

The Springing:

Again, the road springs are much stronger than is considered necessary for use in England, while, in addition, they are "set-up" somewhat—an arrangement which still further increases the ground clearance. The springing, by the way, is designed to carry four people and their kit across country.

The power unit is unaltered in so far as capacity or general design is concerned, but an air fan is provided in addition to a header tank incorporated in the radiator; these two items, of course, are material considerations in a car which may have to operate in tropical conditions. A specially large fuel tank is installed beneath the bonnet and gives the car a range of action of 240 miles.

Serviceable But Handsome. The body is planned on "serviceable" although quite handsome lines. It is slightly wider than the normal product and the seats are so arranged that, whilst plenty of leg-room is available in both front and rear compartments, there is a really sensible luggage container situated behind the rear squab. Part of this space is taken up by a locker in which the side-screens are housed.

An interesting point in the general construction of the body is the manner in which a strengthening rail has been fitted between the two centre door pillars; this component serves the purpose of stiffening the whole structure, and at the same time provides a rug rail—an important item in climates where the temperature varies enormously in a few hours.

Very Workmanlike.

As might be expected the wind-screen is arranged to open fully; in addition to this, however, a panel in rear of the hood can be opened up, so that whilst the hood gives protection from the glaring rays of a tropical sun the passengers can enjoy a draught of air which passes through the screen and out at the back of the hood.

Altogether a very workmanlike automobile, the price of which is £310.

There has been a great deal of talk about the effect of streamlining ideas upon body design.

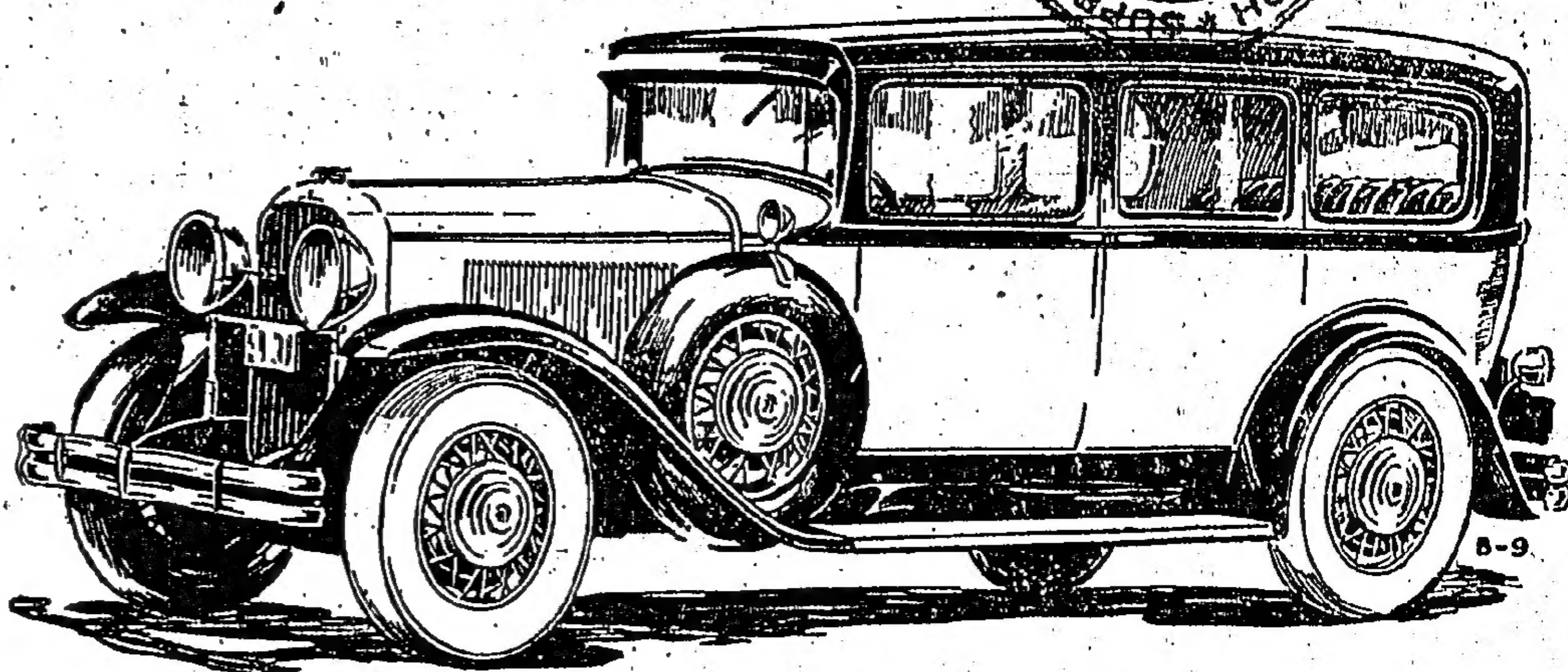
The true "streamline," utilised so much in aircraft practice, is obtained by making the longitudinal section of the body in question rather blunt in the nose, tapering off to a thin trailing edge. With two persons in the front seats and three in the rear seat of a motor-car it is not possible to avoid a wide stern, and there can be no doubt that scope exists for development on quite the opposite lines—three persons in the front seat and two behind.

Apart from the opportunities of smarter and improved appearances, such an arrangement would afford certain practical attractions.

The Advantages.

Every motorist knows that in the front seat one feels the road shocks to a lesser degree than at the rear, the reason being that one is nearly half way between the axles, instead of being placed over the rear axle or even outside the wheelbase. Also, one does not experience the same degree of outward lurch in the front seats when a corner is taken at speed as one feels in the rear seats.

A third advantage—and a very real one—is that the front seat is not so draughty. Be it an open car or a saloon with sliding roof, be the hood up or down, the front passengers do not feel those eddies



Even if you paid considerably more you could not get more satisfying motoring, or ownership, than you are offered in this new Buick!

In all Buick's twenty-five years of achievement it has never produced a series of cars of such outstanding beauty, comfort, performance—or value. On this reputation Buick owners are buying the new Buick with the same confidence with which they have purchased preceding Buicks.

In this space we could not possibly enumerate the many features and advantages that contribute to the remarkable popularity of this new Buick. You must see it—and ride in it—to appreciate why Buick is the car that satisfies so completely.

114" Wheelbase Buick Models . H.K.\$6,955 to H.K.\$ 7,525
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132" Wheelbase Buick Models . H.K.\$9,820 to H.K.\$12,295

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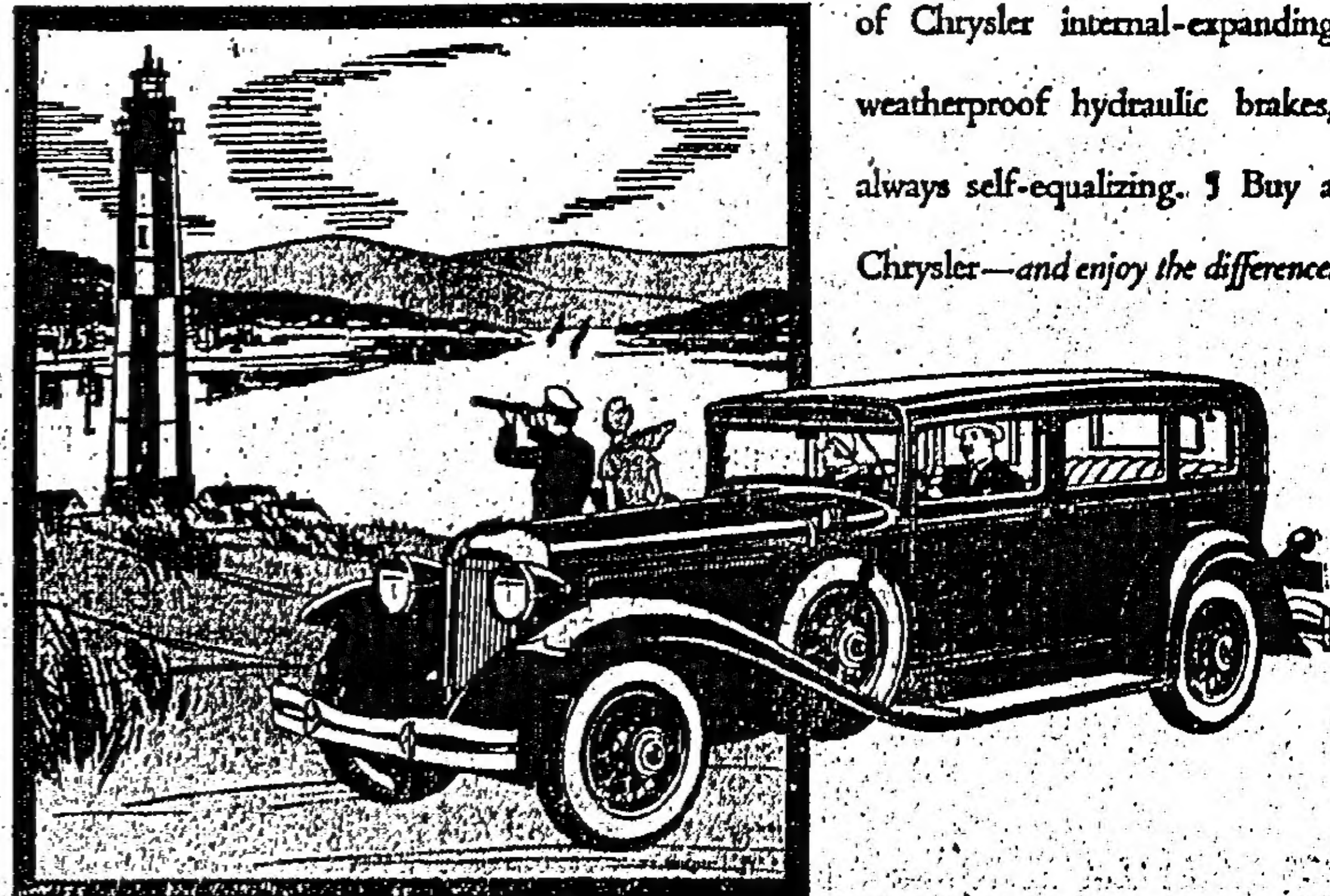
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Step into a New Chrysler Six and drive a few miles. You'll acquire new views about performance. You'll understand why we say "Drive a Chrysler and enjoy the difference." The Chrysler Six is delightfully different from other sixes. It is more awake, more alive, quicker in response, more flexible in suiting its pace to match your mood. The New Chrysler Six is styled like the smart Chrysler Eight—a fine big Six with a 116-inch wheelbase; a heavy double-drop frame; a 70-horsepower engine and safety bodies of steel. And the Chrysler Six at all speeds, gives you a fine sense of security, a feeling of perfect control—due to the quick, sure action

of Chrysler internal-expanding weatherproof hydraulic brakes, always self-equalizing. Buy a Chrysler—and enjoy the difference.



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THE NATIONAL MOTOR CAR CO.
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Mona Roca, petite Spanish Movie Star, recently was thrilled when she toured Hollywood's Boulevards in a 100-horse power Free-Wheeling Hupmobile Sedan.

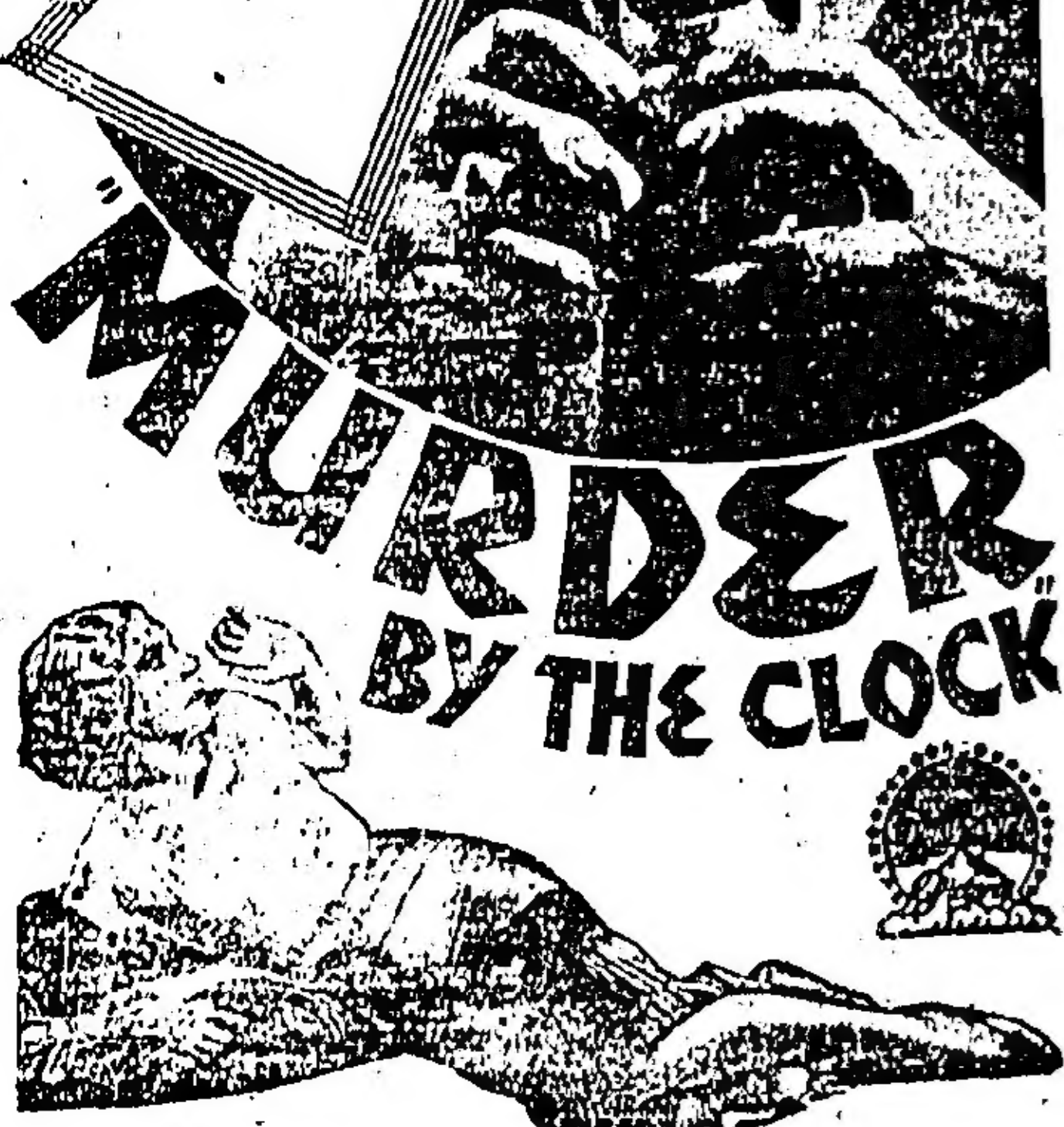
KING'S THEATRE

HONGKONG'S FINEST CINEMA

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REGIS TOOMEY
IRVING PICHEL
SALLY O'NEIL



NEXT CHANGE

COMMENCING SUNDAY, 4th OCTOBER.



BOOKING AT THE THEATRE.

TEL. 25313.

CURRENT SPORTING GOSSIP

WREXHAM GAIN SEVEN PLACES.

Welcome Away Win at Chester.

EXETER CITY WIN.

London, Yesterday. The following were the results of the two League matches played to-day:

Third Division (South).										
Exeter C.	3	Brighton	1							
Table to Date.										
	P.	W.	D.	L.	F.	A.	Pts.			
Brentford	8	6	1	1	15	8	13			
Southend U.	8	6	3	0	15	6	13			
Fulham	8	6	0	2	20	14	12			
Bournemouth	8	5	2	1	20	11	12			
Watford	8	5	1	2	28	20	11			
Crystal Pal.	8	4	2	2	20	14	10			
Luton T.	8	4	0	4	14	11	10			
Exeter C.	9	4	1	4	15	10	9			
Brighton	9	3	3	3	10	13	9			
Cardiff C.	8	3	2	3	16	11	8			
Norwich C.	8	3	2	3	12	9	8			
Preston	8	3	2	3	11	15	8			
Northampton	9	3	2	4	10	10	8			
Coventry C.	8	3	1	4	16	20	7			
Clapton O.	8	3	1	4	13	13	7			
Bristol R.	8	2	3	3	14	14	7			
Manusford T.	8	2	3	3	13	29	7			
Queens P.R.	8	1	4	3	11	15	6			
Swindon	8	2	0	6	14	18	4			
Torquay U.	8	2	0	6	13	32	4			
Thames	8	1	2	5	7	12	4			
Gillingham	8	1	1	6	4	18	3			

Third Division (North).										
Chester	2. Wrexham									
Table to Date.										
	P.	W.	D.	L.	F.	A.	Pts.			
Lincoln C.	8	7	0	1	23	10	14			
Southport	9	6	1	2	15	10	13			
Gateshead	8	5	1	2	21	9	11			
Wrexham	9	4	3	2	20	14	11			
Tranmere R.	8	5	0	3	24	8	10			
Hull C.	8	5	0	3	16	9	10			
Crewe A.	8	5	0	3	15	11	10			
Bury	8	5	0	3	13	11	10			
York C.	8	5	0	3	13	16	10			
Hartlepool	9	3	4	2	17	22	10			
Accrington S.	8	4	1	3	18	21	9			
Hull F.	8	4	1	3	9	7	9			
Darlington	8	3	1	4	16	14	8			
Chester	9	2	4	3	17	18	8			
Doncaster R.	8	3	1	4	14	14	7			
Carlisle Un.	8	2	2	4	17	18	6			
Rochdale	8	2	2	4	9	19	6			
Rotherham	8	2	1	5	15	18	5			
Walsall	8	2	1	5	11	16	5			
Stockport	8	1	2	5	6	9	4			
Wigan W.	8	1	1	6	7	22	3			
N. Brighton	8	0	1	7	4	21	1			
								— Reuter.		

—Reuter.

ENTRIES FOR V.R.C. AQUATICS.

Five Championships to Be Decided.

The following entries have been received for the Swimming Championships to be held at the V.R.C. on Saturday night:

100 Yards Free Style: S. V. Gittins, W. Lawrence, E. B. da Rosa, Chan Ki-chung, and R. W. Amery.

100 Yards Breast Stroke: W. Foraita, H. M. Remedios, C. M. da Silva, M. M. de V. Soares, Yeung Yuen-wah, Kwok Chan-hang, and Wong Ki-chau.

Heats for the events will be swum off at the V.R.C. to-morrow evening at 6 p.m.

The following entries have been received for the other events:

100 Yards Back Stroke: L. Roza Pereira, and Leung Si-man.

50 Yards Ladies' Free Style: Miss Ena Allen, Miss Doris Hunt, Mrs. J. MacMahon, and Miss S. Dalziel.

Dividing Championship: Ed. da Rosa, L. Roza Pereira, E. U. S. Alves, and C. Figueiredo.

INTERPORT BOWLS PRACTICE.

First Rink to Play Outside Quartette.

A practice game has been arranged for Saturday afternoon between the Lawn Bowls Interport rink which is to meet Shanghai in the first official match, and an outside quartette. The game is to be played on the Kowloon Bowling Green Club's green, where the Northerners will be engaged on October 10 in the opening match of the series.

The Interport quartette for this match is G. Funcheson, A. M. Holland, J. Fraser, and F. Cullen and they will be opposed to a strong outside rink, including most probably, R. Bass and J. C. Brown, the two reserves for the local rink.

FOOTBALL SEASON'S OPENING.

Amended Fixture List Published.

TEN MATCHES.

The following is an amended list of fixtures for the official opening of the football season on Saturday:

Division I.

[Kick-off at 4.30 p.m.]

Borderers v. Police at Sookunpoo.
 Referee: Mr. Darlington.

Royal Navy v. Recreio at King's
 Park. Referee: Bdr. Brown.

Argylls v. Kowloon at Chatham
 Road. Referee: Mr. Allen.

St. Joseph's v. Club on Club
 ground. Referee: Sgt. Cas-
 well.

Division II.

[Kick-off at 3 p.m.]

University v. Royal Navy on
 Club ground. Referee: Sgt.
 Parker.

Kowloon v. Club at the K.F.C.
 Referee: Gnr. Trice.

Argylls v. R.A.O.C. at Chatham
 Road. Referee: Mr. Law-
 rence.

Borderers v. 12th Heavy Battery
 R.A. at Sookunpoo. Re-
 feree: Mr. Pooley.

Division III.

[Kick-off at 3 p.m.]

Royal Engineers v. Borderers on
 St. Joseph's ground. Re-
 feree: A.B. Godsell.

Recreio v. Radio S.C. on Recreio
 ground. Referee: Mr. Cul-

Our Sports Diary.

LOCAL.

HOCKEY — To-day — Y.M.C.A. II. v. Club de Recreio.

To-morrow — Club "A" v. K.B.S.F.P.A.

FOOTBALL — Saturday — First Division — Borderers v. Police; Royal Navy v. Recreio; Argylls v. Kowloon; St. Joseph's v. Club; Second Division — University v. Royal Navy; Kowloon v. Club; Argylls v. R.A.O.C.; Borderers v. 12th Heavy Battery R.A.; Third Division — Royal Engineers v. Borderers; Recreio v. Radio S.C.

LAWN TENNIS — To-day — Entries close for U.S.R.C. Open Ladies' Doubles Tournament.

RACING — To-day — Entries close for Ninth Extra Meeting at noon.

AQUATICS — To-day — Queen's College Sports at V.R.C. at 2 p.m.

CRICKET — Saturday — League I — University v. Royal Artillery; League II — Police R.C. v. University.

Sunday — Kowloon C.C. v. H.K. Volunteers at noon.

ABROAD.

FOOTBALL — Saturday — Full English and Scottish League programmes.

RACING — Sunday — Macao Races.

CLUB TEAM AGAINST ST. JOSEPH'S.

Saturday's Opening Match.

The following team has been selected to represent the Club against St. Joseph's on the Club ground on Saturday at 4.30 p.m.:

Rodgers; MacFarlane, Strange; Segalen, Skinner, Railton; Alexander, Bell, Howe, Pile and Jackson.

CLUB "A" HOCKEY ELEVEN.

Playing K.B.S.F.P.A. To-morrow.

The following will represent the Hong Kong Hockey Club "A" eleven against the K.B.S.F.P.A. to-morrow at 5.30 p.m. on the Club ground:

E. S. Moses; A. A. R. Botelho, G. F. Rees; K. Uttley, E. G. Dale, H. Owen-Davies; R. W. Sapsed, S. J. H. Fox, S. Hill, W. H. Smith, and K. H. Batger.

THE CIVIL SERVICE CRICKET CLUB.

Members to Make Loans for New Pavilion.

ELECTION OF OFFICERS.

A suggestion made by the General Committee in order to meet a deficit of \$5,000 in the building and fitting-up of the new pavilion was considered at the annual meeting of the Civil Service Cricket Club. Mr. H. E. Strange proposed, seconded by Mr. W. Bickford, that each member be asked to lend the Club a sum of \$25 to \$100, free of interest, repayment to be made yearly as the finances of the Club permitted.

Mr. J. Massey proposed an amendment that debentures should be issued instead. Mr. Longbottom pointed out that the issue of debentures would necessitate the formation of a company, and Mr. Brawn added that the legal fees involved in so doing would come to about \$1,000 which the Club could ill-afford. Put to the meeting, the amendment was lost.

Revised rules which had been circulated to members were considered and the meeting adopted them en bloc. The annual subscription was raised from \$18 to \$24 under the new rules.

The following members of the General Committee were elected for the current year:

Cricket, "A" Team, Captain, B. D. Evans; Vice-Captain, J. E. Richardson. "B" Team, Captain, H. E. Strange; Vice-Captain, B. C. K. Hawkins.

Chairman of Committee, A. O. Brawn; Cricket Representative, R. M. Wood; Bowls Representative, S. E. Alderman; Tennis Representative, J. A. Bendall; Greenranger, J. Denkin; Hon. Secretary, H. E. Strange; Hon. Treasurer, B. E. Maughan; Librarian, W. Smith; Bar Convener, J. Hollidge; Auditors, C. Strange and F. H. W. Haynes.

A vote of thanks was given for the services of the outgoing Committee and to the Chairman, Mr. A. E. Wood.

KOWLOON CRICKET CLUB.

Mr. Lindsell Elected Life Member.

ELECTION OF OFFICIALS.

With the general acclamation of members, Mr. R. E. Lindsell, who is President of the Kowloon Cricket Club, was elected a life member of the club at the annual meeting last night.

Mr. Ezra Abraham, Vice-President, said there was no need for him to say what good work the President had done for the club. He had joined the club in 1914, and was elected to the committee a year later. Since then, except for two seasons while on leave, he had served either as President or Vice-President.

Mr. Lindsell expressed his deep appreciation at the honour done him by the Club.

The election of officers resulted as follows: President, Mr. Justice Lindsell; Vice-President, Mr. Ezra Abraham; Cricket Captain, Mr. J. C. Lyal; Secretary, Mr. J. P. Robinson; Treasurer, Mr. F. E. Skinner; Cricket Vice-Captain, Mr. F. C. Goodwin; Bowls Representative, Mr. F. G. Herdridge.

General Committee, Messrs. R. S. Logan, J. Hyde, Y. C. Labrum, F. Goodwin, W. W. Hirst, E. C. Fincher, and A. E. Silkatone.

Ballot Committee, Messrs. F. E. Lawrence, A. Hyde-Lay, F. S. W. Smith, H. Overy, C. J. Tacchi, H. Hampton, J. S. Dinnen, C. G. Harrison, G. A. V. Hall, W. Hyde.

Messrs. Lowe, Bingham and Matthews were re-appointed auditors.

STAR

Lincoln Bennett Hats



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TO H.M. THE KING
AND H.M. THE PRINCE OF WALES



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PRESERVED GINGER MANUFACTURERS.

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ONE-SPIN STYLE

OF DRIVING

Cutting Out the Slice.

By ARCHIE COMPTON.

The feature of the American style is the elimination of the slice. Over here a golfer of experience, when he is faced with a difficult shot, adapts his swing so as to avoid the risk of getting out of line on the side on which the danger lies. If he has an out-of-bounds area or a stretch of tiger country on his left, he tries to swing in such a way that if there is any error it will be in the direction of a slice and not of a hook. If the trouble is on the right, he plays for a slight draw in order to avoid the punishment that would be visited on a slice.

The Americans, following out their idea of making the game as simple as possible for themselves, have adopted the plan of playing with one spin only—the spin that swings the ball from right to left. The club is taken back with the face kept shut, and brought back on to the ball from inside to out. The common way of talking about this swing is to say that they play all the time for a bit of hook, but that is not really correct. It would be truer to say that they have adopted a swing that makes slicing impossible, and guard against too much hook by taking care to open the face of the club as it is brought back on to the ball.

The First Step.

They are not "playing for a hook"; they are trying to keep the ball straight. But the first step in this direction is to eliminate all chance of getting off the line on the right. A slice loses distance as well as direction, and, therefore, they cut it out first. But they do not want to be continually getting out of line on the left, either.

The method of taking the club back with the face shut makes slicing almost impossible. All you have to guard against is a hook. And if you can keep before you the "mind presentation" of hitting with the heel of the left hand, delaying the climb-over of the right hand till the last possible moment, you cannot hook. You make sure, therefore, of not being much off the line either way.

There is no doubt in my mind that this idea of eliminating one spin, and only leaving the other to guard against, makes the game a lot easier. Vardon had it, but with his upright swing he came in from the other side. With the old gutta ball the difficulty was to get the ball up, and the biggest danger was the hook, which tended to founder the shot as well as to take it off the line. So Vardon's swing was designed to eliminate any chance of a hook, and then he used the climb-over of the wrists to guard against a slice.

Two Threes.

From what I am told, I think the late Mr. Jack Graham must have been another example of this idea. It is one of the most amazing coincidences in golf that just as the three greatest professionals that British golf has produced, Vardon, Taylor and Braid, should have been contemporaries, constantly playing against one another in matches and tournaments, our three greatest amateurs should have been members of the same club and at the height of their fame, together, writes Archie Compton in The Evening Standard. The portraits of the three of them hang on the stairway of the Royal Liverpool club-house at Hoylake—John Bull, winner of eight amateur championships and the first amateur to win the open; Harold Hilton, winner of four British amateur titles and two opens; and Jack Graham. Graham suffered from a "semi-final 'hoo-doo'" in the amateur championship, but there was a time when he used to finish first amateur on the open year after year.

I never saw Mr. Graham play, but I have heard a lot about his style from Harold Hilton. I understand he was a two-handed gripper of the club standing with his right foot very far advanced and taking his club back high over his head instead of over his shoulders, in what the funny people of the last generation called the "headman" style. With a swing like that it was impossible to hook, but he guarded against a slice and kept the ball straight by the tremendous climb-over of the wrists at the moment of striking—so much so that in spite of his upright swing and open stance, he used to get a slight right to left curve in his drives that took the ball a long way.

GOLF AFFECTED BY DEPRESSION.

Waiting Lists Have Now Gone.

NORTH SEVERELY HIT.

One effect of the economic pressure which has descended upon so many people has been to render admission to golf clubs much easier than it used to be.

Some of the more famous clubs whose committees still scrutinise applications for membership in accordance with their old ideals are now below full strength for the first time.

Particularly have those in the north of England been severely hit. One that formerly had a long waiting list has fallen 150 under its established limit. Another of even greater renown has fared nearly as badly. At any rate, its waiting list, of many years' standing has disappeared and approved candidates can be elected to immediate membership.

Both these clubs have had their courses selected for British championships, writes R. Endersby Howard in the Daily Mail. They are waiting doggedly for the return of better times in the belief that they have reached just about the end of the resignations. They have the assurance among the members who remain that they will be able to preserve their standards and traditions.

Some of the leading clubs in the south have begun similarly to feel the pinch.

One to which it was almost impossible to obtain election has absorbed its waiting lists completely and is dealing with applications for membership as they arise.

Another in which candidates had to be approved by the proprietor of the land as well as by the committee has been found surprisingly easy of access by a new community.

The Popular Touch.

Many of the lesser-known clubs are thriving exceedingly with a following that alters more and more every month.

One that I know within 15 miles of London is a typical example. It is in a crowded golfing area where about a dozen courses are to be found within a small radius, but its membership of 500 is full to overflowing.

A lot of the old members have left through financial exigencies, but the club has been thrown virtually open to the inhabitants of the big suburb (indeed, it is a residential town) a mile away. They have joined in legions.

Many of them play golf, more or less, but many of them seem to find sufficient satisfaction in the fact that they belong to the golf club, which they can use as a centre of social amenity. It is a penny ride in the omnibus from the town to the club-house door.

In this way golf is making up on the roundabouts what it is losing on the swings.

In Scotland, where it is cheap, it is the impregnable national pastime, apart from football, and it is increasing in Ireland.

Mr. Alan B. Kidd, hon. secretary of the Golfing Union of Ireland, told me a few days ago that the census which they take annually among their clubs shows that the number of playing members has risen by 3,000 a year during the past two years.

One sidelight on the financial stringency is provided by the people who carry their own clubs.

The professional, to a popular club just outside London, said to me recently: "A year or two ago our members would go away without playing if they found that no caddies were available. Nowadays many of them do not ask for caddies."

thing like a knock-out blow. Campolo's legs merely weakened as the referee sought to break up a clinch. He simply dropped to his knees in the seventh round of the fight and made no attempt to rise.

A large crowd jeered the invader, who had given much promise when he first came to the United States from the Argentine.

AMUSING TENNIS INCIDENT.

Lost the Match But Won the Fight.

TEMPERAMENTAL GAME.

Why is it that lawn tennis often brings out the worst in people? Is it because it is a social rather than a sporting game?

Here is a true story of a fight between women opponents. It happened at a tournament in the South of England.

Two local women were drawn against each other in the open singles. They belonged to the same club, but would never play together because they were jealous rivals in skill.

Feeling ran high. The followers of the respective players sat on opposite sides of the court and glared across.

A club official undertook the duty of umpiring the match.

For a time it was level pegging, and neither side could quibble at the decisions of the umpire, who gave them "in" or "out" in prompt style.

Gradually one of the players drew ahead and the other began to lose her temper. Then both lost their tempers.

The poor umpire found it trying to keep the peace, but with peremptory orders he got the match finished.

Several times he had to get off his seat as he thought they were coming to blows.

While the umpire was recording the result at the committee's table he heard an uproar, accompanied by a piercing shriek, in the women's dressing-room.

He rushed in, just in time to see the loser of the match knock out the winner with a well-delivered upper cut.

RUGBY LEAGUE RESULTS.

Leeds Register Cricket Score.

HALIFAX EASILY WIN.

London, Sept. 14.
Under Rugby League rules to-day, Leeds beat Bradford by 75 points to 18.

London, Sept. 10.
St. Helens beat Barrow by 9 points to 0 on the latter's ground.

London, Sept. 9.
Warrington beat Wigan by 12 points to 8 to-day.

London, Sept. 12.
The following are the results of matches played to-day—

Batley	17	Dewsbury	6
Bradford	7	St. Helens	R. 16
Bramley	12	York	27
Broughton	2	Salford	14
Castleford	5	Hull K. R.	15
Halifax	47	Rochdale	5
Hull	15	Featherstone	8
Hunslet	30	Huddersfield	5
Keighley	4	Leeds	40
Leigh	9	Widnes	11
St. Helens	14	Wigan H.	10
Wakefield	33	Barrow	9
Warrington	21	Oldham	12
Wigan	7	Swinton	7

CAMPOLO TAKES PUNISHMENT.

Large Crowd Jeers Invader.

Brooklyn, N.Y., Aug. 31.
Ernie Schaaf, a contender for heavyweight championship honours, to-night knocked out Vittorio Campolo, the heavyweight champion of Argentina, in the seventh round. Schaaf, punished Campolo severely. The fighting was close, but still the Americans did not land any-

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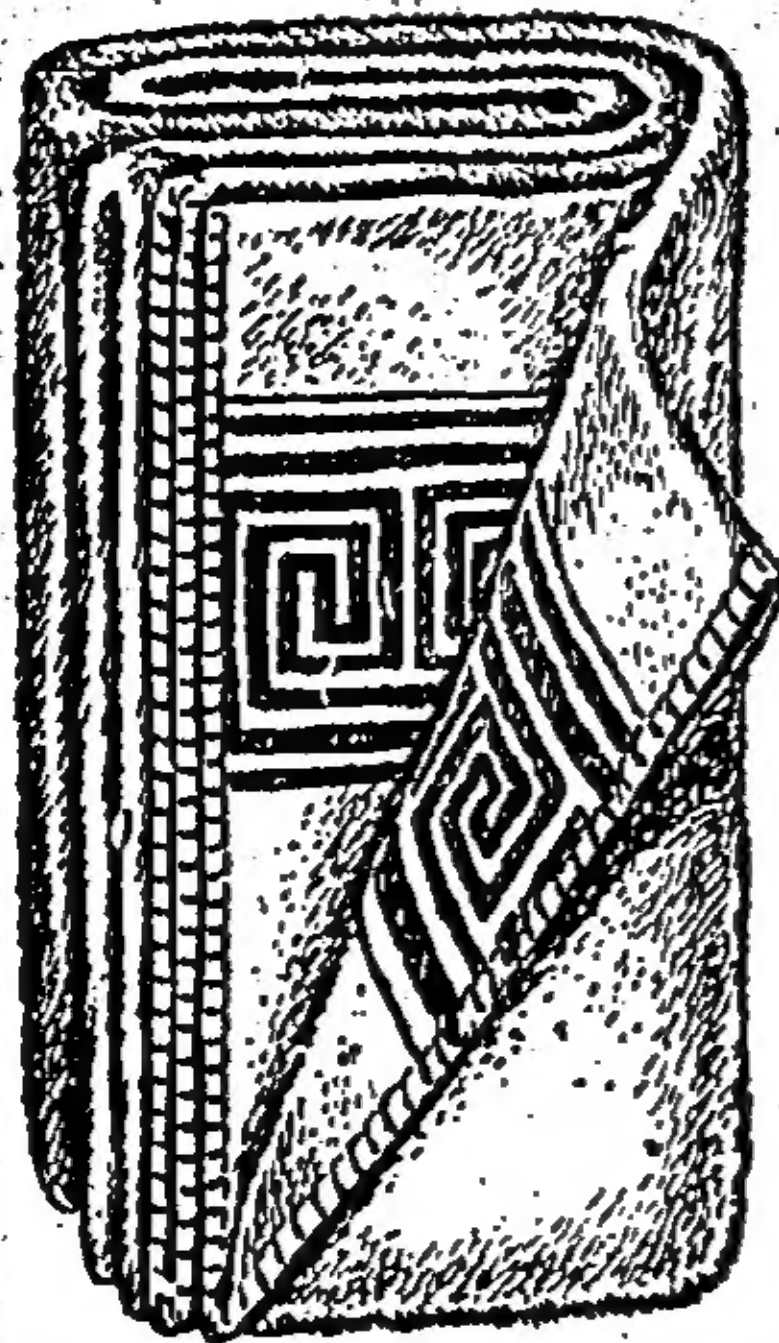
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The China Mail

Hong Kong, Thursday, October 1, 1931.

Public Money.

After all the talk about applying the economic axe, retrenching in every conceivable direction, it may surprise critics of the Government to find that the cost of our public services for 1932 is estimated at \$3,276,452 more than for the current year. True is it that great losses on exchange have been suffered during the present year, and not even the Government is able to forecast the course of the dollar throughout the whole of 1932. The Government, moreover, is committed to a due fulfilment of its policy in respect of Civil Servants' salaries. Under this heading it has no alternative but to take a long view of the situation. Until we have before us the Estimates in full and not the skeleton just compiled, it is naturally impossible to ascertain to what extent the economy axe has already been or is intended to be applied in Government Departments. It may be assumed that their personnel has been or will be reduced and that in spite of this operation the cost of running the Governmental machinery is to cost \$3,276,452 more next year.

Out of a total of 33 heads in the estimates of expenditure, decreases, as compared with 1931, occur in only seven. Of those revealing increases, it may be taken for granted that a very critical examination of the detailed Estimates will be necessary in respect of some of them. At the moment little or nothing can be gained by anticipating either these detailed Estimates or the Government spokesman when introducing the Budget in the Legislative Council. "Needs must when the devil drives" is an axiom applicable to Governments as well as to individuals in times of financial strain; even so, that other hoary-headed saw about cutting your cloth according to your material need not be forgotten entirely.

The greatest concern of the community, hit as it has been in numerous ways, will be the off-

cial disclosure of how over \$3,270,000 increase in expenditure is to be met. For that disclosure we must simply exercise patience for a very short while, hoping that the Estimates of revenue will be such as not to necessitate very serious increases in rates and taxes and other imposts.

From Other Pens.

Kind Thoughts From Ruskin.

"Our modern society in general goes to the mountains, not to fast, but to feast, and leaves their glaciers covered with chicken bones and egg shells."

"We are at first dull, and seek for wild and lonely places because we have no heart for the garden; presently we recover our spirits, and build an assembly-room among the mountains, because we have no reverence for the desert."

"The peculiar levity with which natural scenery is regarded by a large number of modern minds cannot be considered as entirely characteristic of the age, inasmuch as it never can belong to its greatest intellects."

"It is only the dull, the uneducated, or the worldly whom it is painful to meet on the hillside; and levity, as a ruling character, cannot be ascribed to the whole nation, but only to its holiday-making apprentices and its House of Commons."

The above reflections of the happy highbrow were written seventy-five years ago by one John Ruskin.

The Brick Convivial.

With the tea-brick travellers in the remoter parts of the Far East have long been familiar. It has a venerable history as a form of currency along the old caravan routes. But it has remained for twentieth-century America to evolve the wine-brick, and to create thereby something of a legal problem. This remarkable commodity is a product of the vine growers of the West, who in these days of Prohibition find it hard to dispose of their fruit. They have therefore evolved a "grape concentrate," which when dissolved in water is stated to ferment in five days, and to make the bait stronger have attached to various sorts of brick the alluring names of various well-known vintages. The question that exercises the courts is whether the new commodity infringes the Prohibition law. The manufacturers point out that they are careful to advise their customers not to let the bricks steep long enough to ferment, since after that the beverage produced is liable to become wine with a 13 per cent. alcoholic content. This bland excuse seems to have been accepted as satisfactory in some of the Western States, but the New York Prohibition authorities are not so

be bluffed into swallowing a recipe wrapped up as a warning. They have impounded the stock of bricks in the city and referred the matter to the courts. It is difficult to imagine the spirit of Bacchus exuding from a brick, or instructions to the butler to chop six ounces off the Chablis or soak a pound of Sauterne. In any case it is a little hard to add to the existing difficulties of the Prohibition officials. Statistics just published for Pennsylvania and New Jersey show that these two States alone seized over two million gallons last year of various sorts of prohibited liquor. In the midst of this illicit flood a cartload or two of bricks seems but a small matter.—Manchester Guardian.

News in Brief.

Admitted to the Kwong Wah Hospital yesterday suffering from injuries caused by accidentally falling down the staircase of 295, Laichikok Road, Kong Ning, (28), married woman, of 333 Tai Nam Street, died seven hours later.

Mr. E. Stule, Chief Officer of the B. & S. Ship Tean, lying at the Taikee Dockyard, has reported that yesterday the ship's cook, Ho Tse-kwai, (57), accidentally fell into the harbour from a plank near the port cargo door, and was not seen again.

The case in which two Chinese women and a man were charged with keeping an unregistered temple at 387, Hennessy Road and with conspiracy to defraud a "client," ended before Mr. Williams at the Central Magistracy yesterday, when all accused were discharged.

Before a meeting of the University Arts Association yesterday afternoon, at the University Assembly Hall, Mr. C. E. R. Clavabutt, B.A., gave an interesting lecture on Samuel Pepys. A large gathering was presided over by Mr. Cheung King-pak, whilst among those present were Mr. Kwok Si-lau, Hon. Vice-President of the Association, and Professor R.K.M. Simpson, M.C., M.A.

Personal Pars.

Mr. E. W. Duggan has taken over the charge of the local branch of the American Express Company, Limited.

Col. and Mrs. Lindbergh spent the night at Wuhu, and arrived at Hankow by air yesterday afternoon.—Reuter.

Vice-Minister Frank Lee has been instructed to carry on the duties of the appointment from which Dr. C. T. Wang has been obliged to resign.

The forthcoming marriage is announced of Mario Francisco de Pina, of 21, Jordan Road, Kowloon, and Agnes Marie Barnes, of 3, Ormsby Villas, Granville Road, Kowloon.

Mr. Brodie Clarke—known familiarly and affectionately as the "Grand Old Man of Shanghai"—is dead. He was 78 years old, and had spent 65 years of his life in Shanghai.—Reuter.

Lady May Cambridge, daughter of the Earl of Athlone and Princess Alice, Countess of Athlone, is to be married on October 15 to Capt. H. Abel Smith, of the Royal Horse Guards. Lady May is a niece of the Queen.

CLOGGED WHEELS OF TRADE.

Mr. Reginald F. Mason, chairman and managing director, Frank Mason & Co., Ltd., at the fourth annual general meeting of the company held on July 31 said, in the course of his address to shareholders, that it was beyond him to foretell whether trade would improve during the coming year. Taxation was a crushing item on all business, but that could not be lessened until the machinery of world trade started moving again. Over-production had clogged the wheels, and some vital spark was needed to set the wheels in motion. Once one started, the rest would move. Reparations, disarmaments, the Hoover Plan, budget balancing, all seemed a long way removed from their own little niches in the business world, but it was only from the satisfactory adjustment of such big matters that business confidence and hope in the future could come. It needed such confidence and hope to launch out into big advertising schemes, and that was where their company came in.

DISMISSED CASE RE-OPENED.

(Central Police Court).

Under an amendment to the Magistrates Ordinance of 1928, a case, which had been dismissed on September 9, was re-opened this morning and heard by Mr. Schofield.

It concerned Leung Wing-yuen, agent for the owner of 343 Queen's Road Central, who had been summoned for carrying out work without the approval of the Building Authority.

Mr. Whyte-Smith (Assistant Crown Solicitor) appeared for the prosecution, while defendant was represented by Mr. Lo.

At the previous hearing of the case Mr. Lo had submitted that it was wrong to have summoned defendant as agent for the owner, as he was not liable for the owner on a criminal charge. Also there was no evidence that defendant had signed the schedule (K) giving permission for work to be commenced at the building in question.

At the re-opening to-day Mr. Whyte-Smith said he understood that his Worship was satisfied on the other points in the case, apart from the question of the giving notice of 28 days by the Building Authority.

His Worship remarked that the defence had further raised the point that the prosecution had failed to prove their case by not putting in the original certificate accompanying the plan.

Mr. Lo, after mentioning points in the Interpretation Ordinance, and remarking that his Worship had decided to re-open the case on his own motion and not on the application of the prosecution, said the defence urged that his Worship's original decision for dismissal of the case was sound. Before his Worship there was no evidence to show that Leung Wing-yuen was the agent or the man who signed the certificate. Therefore, the case, he submitted, must fall to the ground.

Mr. Whyte-Smith said that it was never argued that the service of the Building Authority's notice was never given. He submitted that his Worship was entitled to re-open the case in any way. The evidence of the serving of schedule (K) and approval of plans was accepted verbally, and, Counsel submitted, the evidence was quite valid. It would not make any material difference to the case if the document were put in now.

Mr. Lo argued that the Magistrate would not order the case to be re-opened in order to perfect an imperfection on the part of the prosecution. Schedule (K) was an essential part of the evidence.

Mr. Whyte-Smith—It would just like to repeat and emphasise the fact that schedule (K) was proved, and I believe that evidence was given by Mr. Best, with regard to notices being served. Your Worship accepted that evidence. There is nothing particularly sacred about this particular document. My submission is that we had proved our case. We might have proved the case better if we had put in this document.

Mr. Lo pointed out that either the Crown Counsel or himself must fall on the question of whether or not the notice Schedule (K) when served was signed by Leung Wing-yuen.

Mr. Whyte-Smith remarked that the Magistrate's notes were not verbatim.

Mr. Lo—That is the evidence we can go by, even in the Court of Appeal.

Continuing, Mr. Whyte-Smith said that the document could not be adhered to rigidly, because Mr. Lo might ask him to prove the signature of the defendant. He was not there to bolster up the case. Was it feasible that Mr. Lo's client had said that he was not the man, who should have been summoned?—There was no suggestion of that.

Mr. Lo remarked that there was no question of the wrong man being summoned, but he (Mr. Lo) was only pointing out to Crown Counsel existing deficiencies in the case.

Remarking that it was a very technical defence, Mr. Whyte-Smith said that the defendant had

never tried to impugn the validity of the summons.

Mr. Lo pointed out that it had nothing to do with any persons.

Giving his decision, Mr. Schofield said that he considered that the prosecution could not put in schedule (K) as evidence at this stage, and so the case must fall to the ground. Defendant, would accordingly, be discharged.

His Worship then went on to say that there was the question of delay in approving or disapproving the plan at the Building Offices, and said he understood that that was due to pressure of work.

Counsel understood from Mr. J. H. Bottomley, of the P.W.D., that plans submitted were not dealt with in strict rotation, but they would be dealt with quickly if the matter were urgent.

"PENALTY \$5."

Some Communication Cord Stories.

The other day a well-known actor, travelling by train to do a scene in a talkie, lost his hat from the carriage window. He promptly obeyed that impulse which many of us have had at some time or another, and pulled the communication cord.

Many other people have been unable to withstand the lure of the red chain, and for trivial reasons have brought trains to a standstill—and paid the penalty.

Two undergraduates travelling back to London after a Devon holiday, took dinner on the train and were disappointed that the chef was unable to provide mint sauce with their roast lamb. As the train drew into Bath, one of the young men pulled the communication cord. To the guard who came hurrying up, he gave a polite request that some mint sauce should be brought from the station refreshment room for the use of diners on the train. His sauce cost him \$5.

On one occasion a girl pulled the cord as a train was passing a station because she wanted to wire to her bank stopping payment of a certain cheque.

In the North of England a story is told of a train which was stopped in a very outlandish spot and a girl in riding breeches jumped out and climbed the fence on the railway siding. She ran across a field and was met by a man on horseback. The two then galloped away, to the amazement of the people on the train who had apparently witnessed a carefully pre-arranged elopement!

In Disguise.

A man once stopped an early-morning "local," leaped out, and retrieved some small object from the permanent way. The guard found that the man had been looking out of the window when he sneezed violently and his false teeth dropped out.

One of the queerest of these cases was when, in answer to a frantic tugging of the chain, a train slowed up and a smartly-dressed young woman fell out on to the track. Her hat rolled off, and the guard saw that "she" was a man. He promptly made investigations and discovered that the fellow was a card-sharp, or attempting to escape in disguise from some of his angry victims.

To-day's Thought.

It is generally the little misunderstandings that make the big differences.

Ten Years Ago.

(From the "China Mail" of October 1, 1921.)

To-day's dollar is worth 2/11 1/2.

Facing Pedder Street conspicuously, is a large board with large letters, saying to the motorist community "Be sure you get Shell."

Some wag has painted out the initial letter this week-end. If his identity is discovered he will probably get something more than applause.

LEA & PERRINS'
SAUCE

For every course except the sweets

ON THE MODERN NEWSPAPER

Especially on That Coupon Cross-Word.

LOTTERY CIRCULATIONS.

A Few Cross Words By E. V. Knox.

Nobody has yet printed a newspaper which one can eat, or even a newspaper which one can wear. I admit that newspapers may be placed between the blankets to give extra warmth at night, and that food can be and is, wrapped up in newspaper, to the great detriment of green open spaces near London after a Bank Holiday, writes E. V. Knox in the Morning Post.

I admit also that newspapers are put under sticks to light a fire—except, of course, at the Belshazzar Hotel, where the old oak logs are made of glass and kindled by electricity, and when you give them a thorough lam with the poker to make them flame up a bit more you get thrown out by the management.

But for the most part, the quaint old-fashioned idea still lingers that newspapers were made to read. Using them for this purpose, a man only requires one of each sort each morning, and about half a dozen of each sort to find out what won and how it came to do it, as the afternoon wears on.

Modern Development.
It is only a modern development of journalism to buy newspapers by the gross in order to cut little bits out of them with a pair of nail scissors and put them in an envelope, and it is rather insulting to the labours of all those men and women who have compiled the rest of the twelve-to-twenty page affair.

For my own part, also, I dislike being bullied. When I am ordered by some man I do not know, and probably should hate if I met him, to cut out this coupon, I don't cut it out. And when I am told that A Thousand Pounds Must Be Won, I say to myself, "You think so, do you, you blighter? This is a free country. There is no compulsion about the matter at all. So far as I am concerned, a thousand pounds need not and shall not be won even if I am the last man in England to stand up against this gross tyranny, and not to win a thousand pounds! I bought this paper to read it; not to be ordered about, and sent hunting for nail scissors by a hound like you."

I know, of course, that this statement about the necessity of winning a thousand pounds is not true. As a matter of fact, it is a howling lie. Even if I take a wheelbarrow to my news agent and wheel away twelve large bundles of newspapers, and cut them all up into ribbons with the garden shears, except the little squares on the back pages, where they say B—ND and tell me that I have to find the missing letter, and that the whole word means "lie", I shall not really be obliged to win a thousand pounds, because I shall have tried Bind, Bond, and Band, spending twopence or sixpence with each of them, whereas the hypocritical arch-fiend who has constructed the fatuous conundrum has written Bond in his sealed solution on the grounds that "bond" is a nautical word for "tie", and that scarcely anybody but himself will have been such a fool as to have thought of it.

The Congenital Idiots.
He profits by making it Bend, because in that way he weeds out an enormous number of newspaper choppers, who imagined that they were forced to win a thousand pounds and relieves them of their obligation more speedily. Only a few congenital idiots have written Bend, and one of these carries off the swag. Unfortunately, when the warder brings in the news in the

morning he is so overcome with delight that he has to be put into a strait waistcoat immediately, even if he does not expire on the spot.

It used to be said that newspapers obtained large circulations by appealing to the semi-educated, who could do little more than read. The latest idea is to excuse them from reading altogether. All they have to do now is to buy newspapers and cut out twopenny tickets for a raffle in a kindergarten. The idea, in fact, is to sell newspapers, and it does not seem to me to be a very ingenious idea. At any rate, I can think of ideas which seem to me far more business-like and far less troublesome to the unfortunate consumers, who are already demanding a new wing at Colney Hatch.

Why not for instance, sell newspapers in bundles of a dozen or twenty, announcing that in every five thousandth bundle there will be one paper that is absolutely blank, and that the happy buyers of that bundle will be entitled to a fifty pound prize? Or why not arrange that any reader who can tear a hundred titles off the title page of a newspaper in a single week and send them in to the editor will be presented with a free fountain pen, or an electric iron, or a mining machine? Or that the first man or woman to arrive every Saturday in a suit of clothes entirely made of newspapers and present himself at the advertisement offices would be given a gratis August holiday at the silver sea?

At any rate, these are bolder and larger developments of the lottery circulation idea. They arise naturally from the notion of not reading your newspaper, but hacking it about and tearing it into shreds, on the hundred-to-one thousandth chance of obtaining a prize.

Age Of Specialisation.
But stay, I am wrong. I have suggested that the modern newspaper snipper and coupon slicer has to do his own toll. That is not so. I am told that already in this age of specialisation there exist agencies for destroying the newspapers unread and sending out to the gambler nothing but the necessary coupon with their Bind, Bond, Band, Bend filled in.

So far, in fact, is the modern newspaper reader from merely not having to read his paper, that he need not even see it. He is thus relieved from a great deal of worry and care, of toll with the scissors, and of labour with the mind and the pen. He can buy his alternative solutions in packets of half a dozen a time from solution sellers, who take upon themselves all the arduous and ignominious labour of stripping away the eloquent leaders, the soul-stirring articles, the "news from" foreign places, the exciting and fascinating advertisements, and what not—the whole outer husk and shell, in fact, in which the lottery has been enshrined. Thus a new profession has arisen: that of a newspaper gutter, abstracting the precious jewel from the dress.

It seems very strange to me, and I hourly expect the birth of some new organ of public opinion called merely "The Daily Totalisator," in which the public put their pennies every morning, and a few lucky ones, receive the prize at night. Either that will happen, or else we shall come back to the queer old superstition of reading our papers to find out what they say.

DISORDERLY BEHAVIOUR.

Two Convicted and One Released.

Three Chinese were charged this morning with disorderly behaviour at Battery Street on September 27. Mr. P. C. E. Rendall appeared for Ho Chi-wong the second accused.

The three men were arrested during a police charge led by Detective-Sergeant Flattery when the mob was threatening to burn Japanese goods from a shop at No. 115, Battery Street.

Second defendant said he was delivering magazines in the district for his employer.

First and second defendants were convicted and fined \$250 or three months' hard labour. Third defendant was discharged.

OLDE ENGLISH FAYRE.

Interesting Event on Saturday.

The Olde English Fayre in St. Andrew's Church grounds, to be opened at 3 p.m. on Saturday by Mrs. W. T. Southern, promises to be one of the most delightful functions held in the Colony. As many as possible of the features of an old time fair are being reproduced.

There will be many booths in the Church grounds where a great variety of articles will be for sale. An English cottage is being erected, in front of which on the village green the beautiful old dances of the home country will be danced. For those who wish to dance themselves there will be ample opportunity from 9 to 11 p.m. when modern dances will be interspersed in the programme with older favourites.

The side shows are to be numerous and include ducking stool, helter skelter, skittles and hoop-la. Children will be amply catered for and if they are unsuccessful with the treacle bun they can try their skill at the fish pond.

No English Fair is complete without the gypsies and a mysterious palmist from Las Palmas will pitch her tent where she will predict the good things in store for her clients for a small sum.

The time is fast approaching when our thoughts turn to the problem of finding appropriate Christmas cards to send home. This difficulty may be very easily solved at the Olde English Fayre, as a number of special designs, not to be obtained elsewhere, will be on sale.

It is hoped that those who come to the Fayre will stay for supper as well as for tea because there will be items of interest going on all the time. Special arrangements are being made to have various typical national delicacies on the menu.

At intervals the Strolling Players will provide a humorous entertainment in their booth and no doubt the place will be crowded out soon after the bell-man announces that the performance is about to begin.

The grounds are to be decorated with bunting, flags and coloured lanterns, and appropriate music will be broadcast by the amplifiers. The helpers will be dressed in old-time costumes.

The proceeds of the Fayre are to go to the Church Organ Fund in commemoration of the Church's 25th anniversary. Tickets for admission are 50 cent; children half-price.

STANDARD TIMES.

Sunrise and Sunset in Colony.

Sunrise and Sunset in Hong Kong for October, 1931, Standard time of the 120th Meridian East of Greenwich) are as follows:—

October	a.m.	p.m.
1	6.15	6.12
2	6.15	6.11
3	6.15	6.10
4	6.15	6.09
5	6.16	6.08
6	6.16	6.07
7	6.16	6.06
8	6.16	6.05
9	6.17	6.04
10	6.17	6.03
11	6.17	6.02
12	6.18	6.02
13	6.19	6.01
14	6.19	6.00
15	6.19	5.59
16	6.20	5.58
17	6.20	5.57
18	6.21	5.56
19	6.21	5.55
20	6.21	5.54
21	6.22	5.54
22	6.22	5.53
23	6.22	5.53
24	6.23	5.52
25	6.24	5.51
26	6.25	5.51
27	6.25	5.50
28	6.25	5.49
29	6.26	5.49
30	6.26	5.48
31	6.27	5.48

The keel of H.M.S. Falmouth, a sloop of 1,500 tons, has been laid down at Devonport Dockyard.

ROUND THE LOCAL CINEMAS.

Reviews from Official Sources.

"DRACULA."

Fifty enormous bats, those strange flapping creatures of the night, were recently taken to Universal City for use in a number of scenes of "Dracula," the amazing drama which came to the Central Theatre yesterday, which a cast which includes the famous Bela Lugosi, the original Dracula of the stage play.

The bats were captured in a great cave in Nevada by three residents of Las Vegas, who made an expedition into the hill region when an emissary of Universal arrived in town with the strangest order ever delivered into the desert country.

In addition to Lugosi, the cast of "Dracula" includes Helen Chandler, David Manners, Edward Van Sloan, Dwight Egarte, Frances Dade and Herbert Bunston.

"MURDER BY THE CLOCK."

The strange and mysterious story of a man, who was murdered twice in a single evening, is told with spine-chilling effectiveness in Paramount's "Murder by the Clock," at the King's Theatre to-day. The story centres around the luxurious mansion of the cranky but wealthy old Mrs. Julia Endicott. She lives there with her son, the strong-framed but child-minded idiot, Phillip; her housekeeper, Roberts and her maid, Jane.

Shortly after Herbert Endicott, her nephew, comes to visit the house, old Mrs. Endicott is found murdered. She has willed all her money to Herbert, cutting Phillip out of the bequest. Herbert is suspected of the crime.

Lieut. Valcour is assigned to the case. Several hours after the funeral of the older Mrs. Endicott, Phillip is found strangled. But the family doctor brings Herbert to life again, using adrenalin. As Herbert is about to tell who "killed" him, he is shot dead. Another bullet wounds Tom Hollander, Laura's lover, who had been in the room.

"Murder by the Clock" was meant to be a thrill-packed, creepy mystery tale. It is.

"SINNERS' HOLIDAY."

Those who have wondered about the lives of professionals engaged in the business of running concessions in amusement parks and at the beaches, need only witness "Sinners' Holiday," the Warner Brothers and Vitaphone picture which comes to the Queen's Theatre to-day, to have their curiosity gratified.

Grant Withers enacts the role of a swaggering, youthful and amorous barber, while Evelyn Knapp, is seen in the feminine lead as his sweetheart and the daughter of Ma Delano, owner of a penny arcade. Lucille La Verne plays Ma Delano.

"I TAKE THIS WOMAN."

Few modern writers have more "best-sellers" to their credit than Mary Roberts Rinehart whose recent fiction sensation, "Lost Ecstasy," comes to the King's Theatre screen on Sunday under the title "I Take This Woman."

"I Take This Woman" features Gary Cooper and Carole Lombard in its cast. The locale, shifting as it does, between fashionable, dance-mad New York and the wild country of the West, and back again, adds delightful variety to the picture.

"DAYBREAK."

Ramon Novarro, like all successful stars, realises very fully the great value of a change of pace.

Some years ago he made a terrific success in a German role in "The Student Prince." Thereafter he did "Bon Hur" and from that went into the young American naval officers of "The Midshipman" and "The Flying Fleet." Recently he has taken cognizance of his Spanish birthright, in "Call of the Flesh" and "Gay Madrid."

Now, however, he has assumed a Teutonic characterisation, in "Daybreak," his new M-G-M starring vehicle, which will open on Sunday at the Queen's Theatre.

"Daybreak" is an adaptation by Ruth Cummings and Cyril Hume of Dr. Arthur Schtitzler's highly successful romance of Vienna before the war.

SHADOWS BEFORE

COMING EVENTS ADVERTISED IN CHINA MAIL.

Entertainments.

To-day—King's Theatre; "Murder By The Clock." 6 p.m.
To-day—Queen's Theatre; "Sinners' Holiday."
To-day—Central Theatre; "Dracula."
To-day—Majestic Theatre; "The Awful Truth."
To-day—Star Theatre; "The Bellamy Trial."

Home Malls.

To-morrow—Outward for Europe via Suez (Hakusan Maru), 6 p.m.
Saturday—Inward from Europe via Suez (Kashima Maru); from America via ports (Empress of Canada); from London (Glaucus).

Meetings.

October 8—Hong Kong Horticultural Society, Jardine, Matheson Co.'s Board Room, 5.15 p.m.
October 9—Hong Kong and Canton Ice Manufacturing Co., Ltd., 2 Lower Albert Road, 10.45 a.m.

Lambers' Auction.

To-morrow—At Sales Room, postage stamps, 5.15 p.m.

Land Sales.

October 5—At P.W.D. Offices, two lots of Crown land, 3 p.m.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 865 metres:

5-8 p.m.—European Programme of Columbia & Regal Records kindly supplied by the Anderson Music Co.

5-5.35 p.m.—Orchestral. Waldfuehl Memories—Fantasia (Finck), Herman Finck & His Orch. (1930).

The Damask Rose—Selection (Chapin-Glitsam), Court Symphony Orchestra (DX24).

Silhouettes (Arensky)—
(a) The Drummer,
(b) Introduction,
(c) La Coquette.

H. G. Amers & Eastbourne Municipal Orchestra (1949).

Fifth Symphony—Adagio (Mahler).

Willam Mengelberg conducting the Concertgebouw Orchestra (L1708).

5.35-6.05 p.m.—From the Studio—European Children's Programme.

6.05-6.47 p.m.—A Concert.

Violin Solo—
Kondino (Beethoven-Kreisler),
Song of India (Rimsky-Korsakow),
Yovanovitch Bratka (4823).

Song—
The Songs My Mother Sang
(arr. Grimsshaw),
The Kerry Dance (Molloy),
Doris Vane, Soprano (DX157).

Piano Solo—
Impromptu No. 2 in A Flat
(Schubert),
Impromptu No. 4 in F Minor
(Schubert).

Ethel Leginska (1947).

Song—
We'll Go No More A-Roving
(Byron-White),
The Devout Lover (Pollock-White),
Dennis Noble (Baritone)
(DX248).

Cello Solo—
Adagio (Bizet arr. Squire),
Tarantella (Popper),
W. H. Squire (L2371).

6.47-7.20 p.m.—Variety.

Band—
My Cavalier,
While the Tango Means,
Eldorado Tango Band
(MR358).

Vocal Duo—
Wabash Moon,
The Little Old Church in the Valley,
Sweet & Low (MR359).

Hawaiian Orchestra—
Oh! Honolulu,
Hawaiian Stars are Gleaming,
Linn Milford & His Hawaiian
Players (MR349).

Song—
At the End of an Irish Lane,
My Irish Song of Songs,
Cavan O'Connor (Tenor)
(MR357).

7.20-7.38 p.m.—Pianoforte Solos.

Julius Medley (Granger),
Percy Granger (50120-D),
Old Vienna (Schubert-Friedman),
Ignaz Friedman (L2107).

7.38-8 p.m.—Light Opera.

Tom Jones—Selection (German),
Regimental Band of H.M.
Grenadier Guards (9297).

Merrile England—Vocal Gems
(Hood-German).

Miriam Licette, Clara Serena,
Francis Russell, Dennis Noble,
Robert Carr and Chorus
(1938).

8 p.m.—Local Time & Weather Report.

8.03-10.30 p.m.—Chinese Studio Concert.

10.33 p.m.—Close Down.

N.B.—Commencing from to-day European Programmes will begin at 5 p.m. instead of 6 p.m. on Tuesdays and Thursdays during the Winter months.

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- 9408—Sanctuary of the Heart Kotelbey's Concert Orch.
- 9416—In a Monastery Garden Organ Solo.
- 9382—Valse Creole Grenadier Guards Band.
- 9383—A Midsummer Night's Dream Grenadier Guards Band.
- 9439—Hungarian Dance in D Minor Catteral Violin.
- 9277—With Verdure Clad Bonner Boy Soprano.
- 9229—Ave Maria (Schubert) Organ Solo.
- 9209—Hungarian Rhapsody No. 1 Squire's Octet.
- 9204—Carmen—Flower Song Jordan Tenor.
- 9160—The Bohemian Girl—Overture B.B.C. Sym. Orch.

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* S.S. CRACOVIA (passengerboat)	Oct. 4	Oct. 25
* S.S. MONCALIERI (cargo boat)	Oct. 19	Nov. 22
* S.S. CARIGNANO (Cargo boat)	Oct. 20	Nov. 1
* S.S. PILSNA (passenger boat)	Nov. 10	Nov. 28
* S.S. GANGE (passenger boat)		

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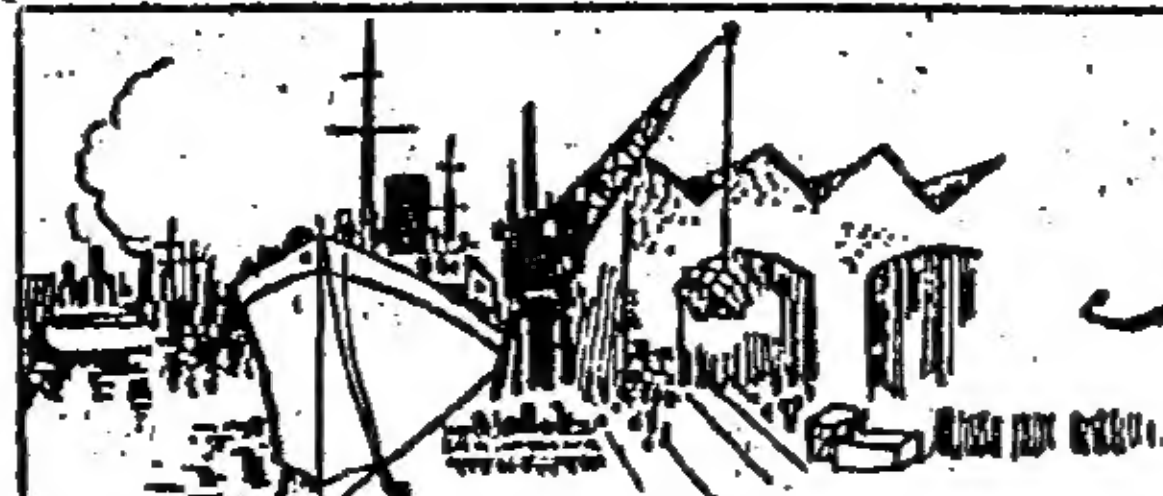
SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	SHINYO MARU	Tuesday,	13th October.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.	HIKAWA MARU	Tuesday,	6th October.
HIYU MARU		Tuesday,	3rd November.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.	HAKUSAN MARU	Saturday,	3rd October.
	HARUNA MARU	Saturday,	17th October.
SYDNEY & MELBOURNE via Manila & Ports.	KAMO MARU	Saturday,	24th October.
	KITANO MARU	Saturday,	21st November.
BOMBAY via Singapore, Penang, & Colombo.	TANGO MARU	Tuesday,	13th October.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	IAKUYO MARU	Thursday,	15th October.
NEW YORK, BOSTON via Panama.	LISBON MARU	Wednesday,	21st October.
LIVERPOOL via Port Said, Suez, Constantinople, Genoa & Marseilles.	LIMA MARU	Sunday,	11th October.
ALCUTTA via Singapore, Penang & Rangoon.	PENANG MARU	Thursday,	1st October.
	HAKODATE MARU	Thursday,	8th October.
SHANGHAI, KOBE & YOKOHAMA.	MITO MARU	Friday,	2nd October.
	KASHIMA MARU	Saturday,	3rd October.
	TOTTORI MARU	Saturday,	3rd October.

† Cargo only.
For further information apply to: NIPPON YUSEN KAISHA.
Telephone 30291. (Private exchange to all departments.)

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Santos Maru	Fri.,	2nd Oct.
MOMBASA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LORENCO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singa- pore & Colombo.	Arizona Maru	Wed.,	7th Oct.
BRISBANE, SYDNEY, MEL- BOURNE, AUCKLAND & WELLINGTON via Manila, Japan Ports (Frequent Services).	Brisbane Maru	Tues.,	6th Oct.
LONDON, HAMBURG, ROT- TERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Indus Maru	Fri.,	9th Oct.
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Alaska Maru	Sun.,	11th Oct.
BOMBAY & KARACHI via Singapore, Belawan Deli & Colombo.	Hokuroku Maru	Mon.,	5th Oct.
CALCUTTA via Singapore, Penang & Rangoon.	Hague Maru	Sat.,	3rd Oct.
PAIHONG via Hobeih & Peking (Fortnightly).	Havre Maru	Mon.,	5th Oct.
KEELUNG via Swatow & Amoy (3 p.m. every Sun- day).	Hamburg Maru	Fri.,	2nd Oct.
JAPAN PORTS via Keelung & Shanghai.	Menado Maru	Thurs.,	1st Oct.
TAKAO via Swatow & Amoy (Fortnightly).	Hozan Maru	Sun.,	4th Oct.
	Canton Maru	Sun.,	11th Oct.
	Dell Maru	Thurs.,	8th Oct. (10 a.m.)

For further particulars please apply to:
OSAKA SHOSHEN KAISHA.
Telephone 22061.



Shipping Intelligence.

ARRIVALS OF SHIPS.

September 29:
Ningchow, British str., 5,857 tons,
Capt. W. B. Ewan, from Shang-
hai, buoy No. A7.—B. & S.
September 30.

Canton, French str., 976 tons, Capt.
F. L. Morvan, from Haiphong,
buoy No. B12.—M.M.

Cape St. Francis, British str., 2,170
tons, Capt. Hagland, from
Singapore, buoy No. A19.—
Dodwell & Co.

Chilidar, Norwegian str., 2,336 tons,
Captain J. Mathiasen, from
Manila, Stonecutters Anchor-
age.—Siemssen & Co.

Daviken, Norwegian str., 1,778
tons, Capt. G. Svane, from
Canton, buoy No. B21.—J. M.
& Co.

Haiching, British str., 1,284 tons,
Capt. E. Walker, from Swatow,
Douglas Wharf.—Douglas S.S.
Co.

Haidis, British str., 1,144 tons,
Capt. J. Berg, from Saigon,
buoy No. B9.—Wo Fat Sing.

Hongkong, British str., 3,976 tons,
Capt. D. M. Hood, from
Swatow, buoy No. A14.—Ho
Thong & Co.

Hozan Maru, Japanese str., 1,383
tons, Capt. H. Oyama, from
Swatow, buoy No. C3.—O.S.K.

Huichow, British str., 1,222 tons,
Capt. E. M. Gellie, from Wei-
hai-wei, buoy No. B18.—
B. & S.

Hydrangea, British str., 561 tons,
Capt. P. W. Grierson, from
Swatow, Chiu On Wharf.—
Chiu On S.S. Co.

Iyo Maru, Japanese str., 3,667 tons,
Capt. K. Uyeno, from Singa-
pore, buoy No. A4.—N.Y.K.

Mausang, British str., 2,063 tons,
Capt. G. F. Matthews, from
Sandakan, buoy No. B22.—
J. M. & Co.

Menestheus, British str., 4,817 tons,
Capt. A. E. Dodd, from Kee-
lung, buoy No. A7.—B. & S.

Nankin, British str., 4,348 tons,
Capt. A. S. Gordon, from Moji,
Kowloon Dock.—P. & O. & Co.

Penang Maru, Japanese str., 3,230
tons, Capt. Y. Iida, from Moji,
Kowloon Wharf.—N.Y.K.

Ninghai, British str., 1,482 tons,
Capt. W. J. King, from Swatow,
buoy No. B15.—B. & S.

Phasianella, British str., 393 tons,
Capt. F. J. Papple, from Can-
ton, Talkoktsul Anchorage.—
Pyrrhus, British str., 4,803 tons,
Capt. Davis, from Singapore,
Holt's Wharf.—B. & S.

Shantung, Swedish str., 3,982 tons,
Capt. Borin, from Shanghai,
buoy No. A1.—Gillman & Co.

Svalde, British str., 1,854 tons, Capt.
G. Wilkens, from Swatow, buoy
No. A6.—Tung Nam S.S. Co.

Tsinan, British str., 2,100 tons,
Capt. W. Shew, from Canton,
buoy No. B14.—B. & S.

The time used is Standard, or
mean time of the meridian of 120
deg. E.; 00h. is midnight, 12hrs. is
noon. The heights are referred to
the datum of the largest scale Ad-
miralty chart of the place and
should be added to the depths given
on the chart unless preceded by an
asterisk (*), when they should be
subtracted from the depths.

October 1 to 7, 1931.

DATE	HIGH WATER	LOW WATER
Thurs. 1	12 00	4 45
Fri. 2	12 26	4 18
Sat. 3	12 52	3 51
Sun. 4	1 18	3 24
Mon. 5	1 44	2 57
Tues. 6	2 10	2 30
Wed. 7	2 36	2 03

DRIFTING DERELICT JUNK.

Danger to Navigation.

The master of the s.s. Yuan Lee,
arrived yesterday from Swatow,
has reported at the Harbour Office,
that his ship passed a capsized
junk, which is a danger to naviga-
tion. The position of the wreck is
given as Lat. 23.01 N. and Long.
116.41 E.
A report, evidently relating to
the same wreck, was also made
yesterday by the master of the s.s.
Hai Yang. He reported sighting at
6.30 a.m. a dismantled and aban-
doned junk in Lat. 22.41 N. and
Long. 116.11 E.
The derelict may have drifted
between the times of being sighted
by the two ships.

WATER LEVELS.

Details for West, North and East Rivers.

The following table, issued by
the Kwangtung River Conservancy
Commission, shows in feet the
water levels on the West River,
North River and East River on
the dates named:—

	Sept. 28	Sept. 29
West River at Shihung	5.4	—
North River at Samshui	6.3	6.5
North River at Taiyuen	4.7	4.8
East River at Sheklung	5.1	3.9

The highest levels recorded
are:—Shihung, 41 feet; Taiyuen,
29.2 feet; Samshui, 27.3
feet; Sheklung, 11.5 feet.

The lowest levels on record
are minus 5 feet at Samshui and
minus 2.7 feet at Sheklung.

CONSIGNEES' NOTICES.

Consignees of cargo ex s.s. Ben-
cleuch are reminded to take de-
livery of their goods which will
be subject to rent after October 5.

Consignees for cargo ex m.v.
Java are reminded to take delivery
of their goods which will be sub-
ject to rent after October 5.

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SCHEDULE:

Yokohama	Leave Oct. 9
Kobe	Oct. 13
Miyajima	Oct. 14
Chinwangtao	Oct. 21
Shanghai	Oct. 25
Hong Kong	Oct. 29
Manila	Oct. 31
Bangkok	Nov. 4

thence to Singapore, Batavia, Macassar, Sydney,
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PASSENGER LIST.

DEPARTURES.

Per s.s. President Hoover for
New York and San Francisco via
ports, September 29:—
Mrs. R. E. Tottenham, D. Hazell,
Mrs. B. M. Keary, Master Kark
Weinheimer, Rev. Edward Young,
Mr. and Mrs. C. E. Kelley, W. J.
Manning, Dr. and Mrs. Charles
Wood, J. A. Verner, Mr. and Mrs.
W. Mount, C. C. Picard, Mr. and
Mrs. J. F. Store, L. C. Admiral, Mr.
and Mrs. Wm. Gray, Miss Edna M.
True, Master Robt. W. Phillips,
H. V. Whelan, Rev. A. J. Fisher,
Mrs. M. E. Pike, Mrs. Von Kehler,
Miss N. Zimmerma, Mrs. S. E.
Green, Dr. J. M. Henry, D. S. Green,
Mr. and Mrs. S. A. Lopez, Miss
Lasha Weinheimer, Mrs. Minko
Weinheimer, Mr. and Mrs. W. C.
Maxfield, Miss Ann Shepard, Miss
Marie C. Braga, B. Griffith, Mrs.
R. M. M. James, R. T. Boffa, Miss
Catherine Hooper, Mrs. R. L.
Phillips, Mrs. Martha F. de Jo,
Juan Leon, Miss Sara Funderburk,
Miss Beale, E. Pike, Miss
Mackenzie, S. A. Gray, Mr. and
Mrs. Harry Way, E. C. Fincher.

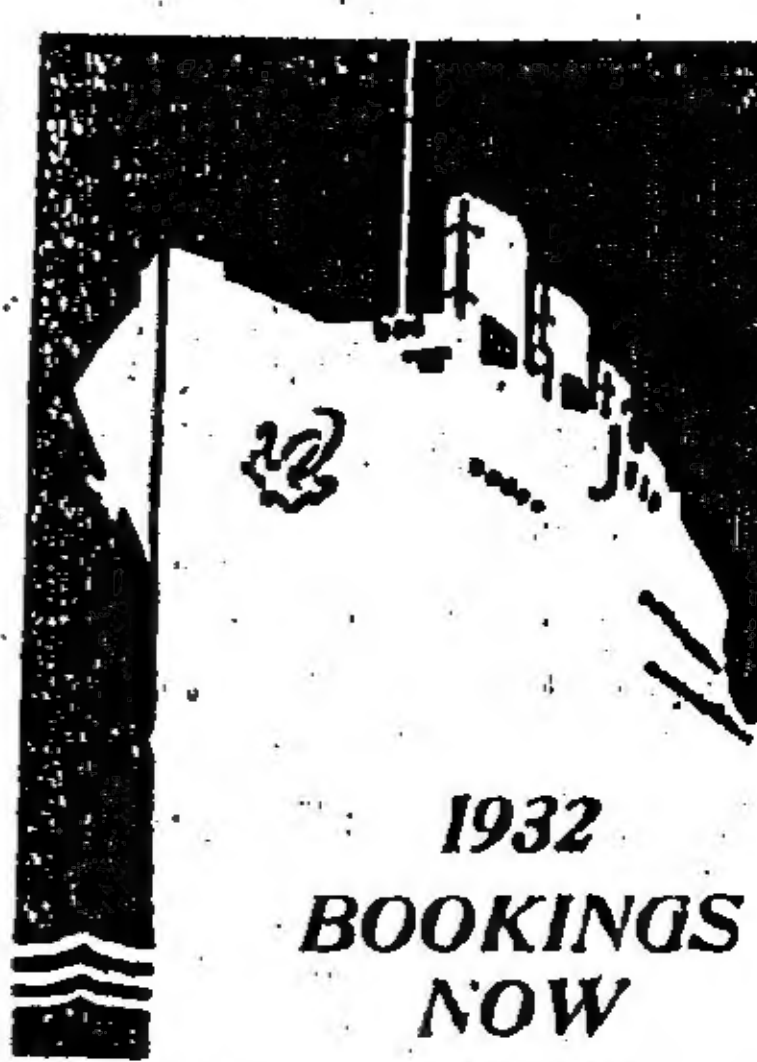
WARSHIPS IN PORT.

The following British warships
were in harbour to-day:—
Berwick—No. 6 buoy.
Bridgewater—No. 13 buoy.
Cornflower—North wall.
Magnolia—No. 7 buoy.
Medway—In dock.
Moth—South wall.
Phoenix—East wall.
Sandwich—No. 8 buoy.
Seraph—Kowloon wharf.
Serapis—Kowloon wharf.
Sterling—Kowloon wharf.
Stormcloud—Kowloon wharf.
Submarines—West wall (dock).
Tamar—Basin.
Foreign Men-of-War.
Argus—French gunboat.
Helena—American gunboat.

STEAMER MOVEMENTS.

The C.P.S. R.M.S. Empress of
Canada arrived at Shanghai on
September 30 (Wed.) at 2 p.m., left
Shanghai on October 1 (Thurs.) at
11 a.m., and is due at Hong Kong
on October 3 (Sat.) at 7 a.m. She
leaves Hong Kong for Manila on
October 3 (Sat.) at 8 p.m.

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veniences are found in one and
two room apartments—all ap-
pointments throughout attest
the unique service on

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FASTEST SHIPS on the PACIFIC.

TOURIST EMPRESS SERVICE offers special accommodation,
pleasant decks, open air SWIMMING POOLS, airy staterooms
with real beds, hot and cold RUNNING water, spacious public
rooms, BEST OF FOOD with varied menus and exceptional
service throughout.

Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Arrive
Empress of Canada—Oct. 10	Oct. 13	Oct. 15	Oct. 17	Oct. 25
Empress of Russia—Oct. 23	Oct. 26	Oct. 29	Oct. 31	Nov. 9
Empress of Japan—Nov. 7	Nov. 10	Nov. 12	Nov. 14	Nov. 22

"Empress of Russia" and "Empress of Asia" call at Nagasaki.

Empress of Canada

Sails for
MANILA

SATURDAY, 3rd October.

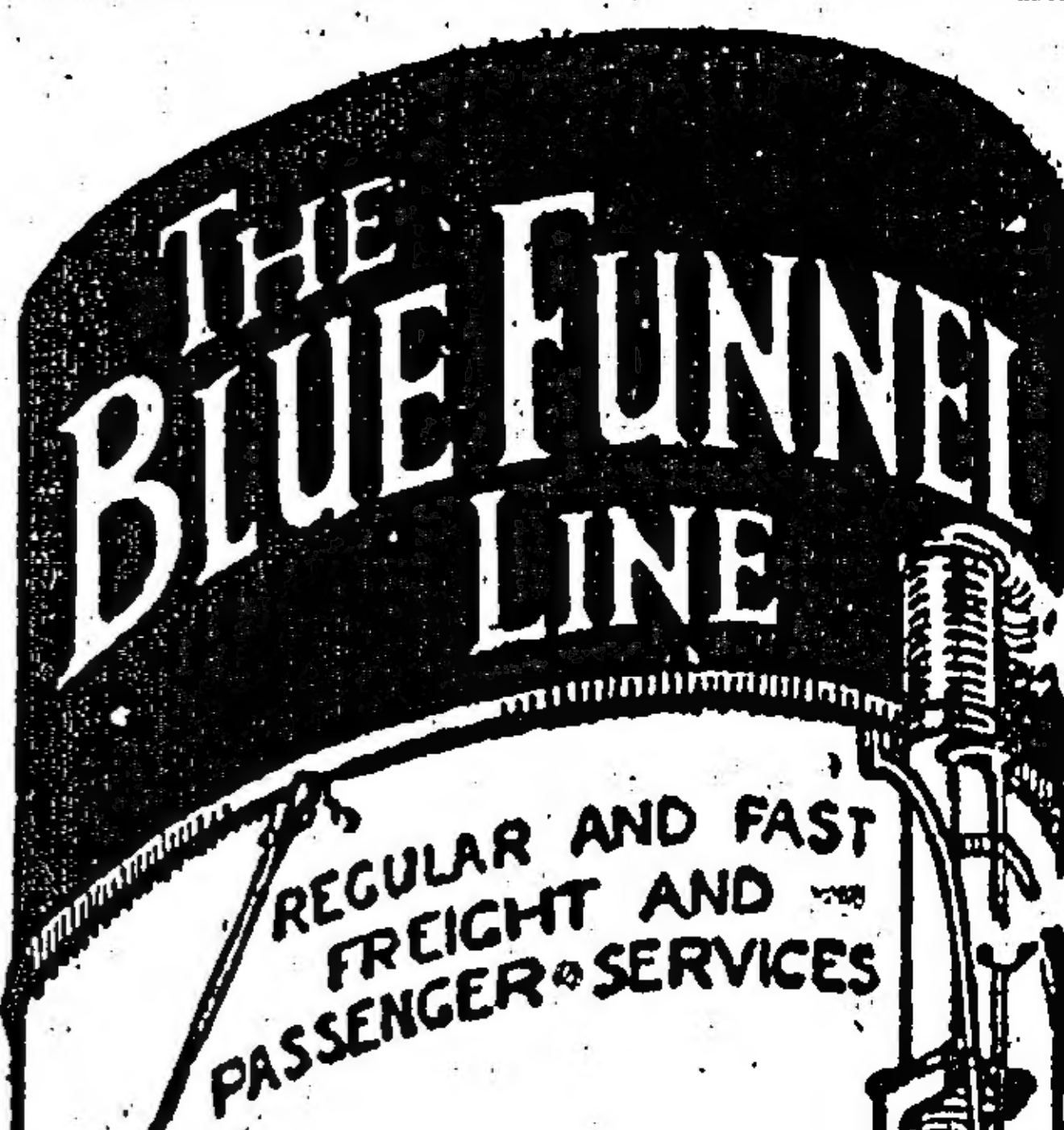
For passengers wishing to travel economically on a limited
budget to Canada, U.S.A. or Europe, it will be well worth
while to ask about the new

TOURIST CABIN SERVICE.

For further information please apply to:

CANADIAN PACIFIC

Telephones: Passenger 20752, Freight 20042. Cable Address: GACANPAC: Passenger Dept. NAUTILUS: Freight Dept.



LONDON SERVICE.

"PERSEUS" 13th Oct. For Marseilles, Casablanca, London,
Rotterdam and Hamburg
"SARPEDON" 27th Oct. For Marseilles, London, Rotterdam and Glasgow
LIVERPOOL SERVICE.
"ASPHALION" 11th Oct. For Port Said, Havre, L'pool & G'gow
"TROLLUS" 3rd Nov. For Port Said, Liverpool and Havre

NEW YORK SERVICE.

"MENESTHEUS" 2nd Oct. For Boston, New York, & Baltimore
via Philadelphia and Singapore

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)
"TYNDAREUS" 17th Oct. For Victoria, Vancouver & Seattle
"PROTEUS" 10th Nov. For Victoria, Vancouver & Seattle

INWARD SERVICE.

"GLAUCUS" Due 4th Oct. For S'hai, Moji, Kobe & Y'hama
"AORILLIS" Due 10th Oct. For S'hai, Kobe and Yokohama

Also cargo steamers with limited passenger accommoda-
tion at specially reduced fares.
For freight, passage rates and information apply to the
undermentioned.

All bookings are subject to the provisions of the Company's
Bill of Lading.

Butterfield & Swire.

Agents.

TRAVEL A.-O. LINE

To AUSTRALIA. Calling at Manila (P. Is.), Thursday Is., Cairns, Townsville,
Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE & TAIPING (Australia)

FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BARBER SHOP, SUGAR ROOM, STEWARDESS CARRIED.

Enjoy Your Short Leave in Australia and New Zealand. Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 7/6 RETURN

" " " " LONDON (via Australia) from £136.15.0.

(Australian Newspapers on file)

STEAMER Due Hong Kong Leave Hong Kong Leave Manila Due Sydney

CHANGTE Oct. 5 Oct. 10 Oct. 20 Nov. 6

TAIPING Nov. 8 Nov. 17 Dec. 21 Dec. 6

CHANGTE Dec. 11 Dec. 18 Dec. 21 Dec. 6

AUSTRALIAN-ORIENTAL LINE, LIMITED

BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
*MIRZAPUR	6,700	1931. 6th Oct.	Straits, Colombo & Bombay.
*MANTUA	11,000	10th Oct.	Marseilles & London.
*KASHMIR	9,000	24th Oct.	Marseilles, L'don, R'dam & A'werp.
*BURDWAN	6,500	31st Oct.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
NALDERA	16,000	7th Nov.	Bombay, Marseilles & London.
*KASHGAR	9,000	21st Nov.	Marseilles, London, Rotterdam, Ant- werp & Hull.
KAJPUTANA	17,000	5th Dec.	Marseilles & London.
CORFU	15,000	19th Dec.	Marseilles & London.
*SOMALI	6,800	26th Dec.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.

*Cargo only. †Calls Casablanca. ‡Calls Djibouti.

Frequent connection from Port Said for Passengers and Cargo to Con-
stantinople, Piraeus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

*SIRDHANA	8,000	1931. 6th Oct.	Singapore, Penang & Calcutta.
TILAWA	10,000	18th Oct.	Singapore, Penang & Calcutta.
SANTHIA	8,000	29th Oct.	Singapore, Penang & Calcutta.

†Calls Rangoon. *Calls Port Swettenham.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

NANKIN	7,000	1931. 2nd Oct.	Manila, Rabaul, Brisbane, Sydney
NELLORE	7,000	31st Oct.	& Melbourne.
TANDA	7,000	2nd Dec.	

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.

Hong Kong to Sydney—10 days.
Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

NELLORE	7,000	1931. 5th Oct.	S'hai, Moji, Kobe, Osaka & Y'hama.
*KIDDERPORE	5,300	6th Oct.	Shanghai, Moji & Kobe.
SANTHIA	8,000	9th Oct.	Amoy, S'hai, Moji, Kobe & Osaka.
NALDERA	16,000	10th Oct.	Shanghai, Kobe & Yokohama.
KASHGAR	9,000	17th Oct.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	23rd Oct.	Amoy, Moji, Kobe & Osaka.
MAKEDONIA	11,000	24th Oct.	Shanghai, Moji, Kobe & Yokohama.
*KHIVA	9,000	1st Nov.	Shanghai, Moji & Kobe.
TANDA	7,000	6th Nov.	S'hai, Moji, Kobe, Osaka & Y'hama.
TAKADA	7,000	6th Nov.	Amoy, Moji, Kobe & Osaka.
KAJPUTANA	17,000	7th Nov.	Shanghai, Kobe & Yokohama.
SIRDHANA	8,000	20th Nov.	Amoy, Moji, Kobe & Osaka.
CORFU	15,000	21st Nov.	Shanghai, Kobe & Yokohama.
TILAWA	10,000	4th Dec.	Amoy, Moji, Kobe & Osaka.
RAWALPINDI	17,000	5th Dec.	Shanghai, Kobe & Yokohama.
NANKIN	7,000	7th Dec.	S'hai, Moji, Kobe, Osaka & Y'hama.
KARMAIA	9,000	19th Dec.	Shanghai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.
All Cabins are fitted with Electric Fans or Punka Louvre System.
Steamers on London and Australian Lines are fitted with Latmires.
Parcels measuring not more than 5 cu. ft. will be received at the Com-
pany's Office up to Noon on the day previous to sailing.
For further information, Passage, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

CLEVER METHODS OF STOWAWAYS.

Girls Who Entertained Passengers by Music!

Referring to stowaways on over-
seas vessels, the manager of a
shipping company said that it was
now the invariable custom of ship-
owners and agents to return all
stowaways to the port of embarkation.
This was practically the only
method left at the disposal of the
shipping companies to put down
this expensive nuisance. Shipping
companies trading to Australia had
experienced considerable trouble as
a result of people stowing away on
their vessels. The increase in the
number of persons who tried to
leave Australia by this means could
be directly attributed to the pre-
valence of unemployment. Shipping
agents had found it necessary to
employ guards on almost all vessels
(particularly those carrying one
class or third class passengers),
when a large number of people were
moving to and from the ship, mak-
ing stowing away a comparatively
easy task. To the expense of these
gangway guards must be added the
cost of delays to ships, which were
frequently searched by the officers
before leaving the wharf at
Fremantle, and again in Gage Roads
before the pilot left the ship.

Clever Methods.

Many clever methods, the man-
ager continued, were employed by
stowaways to secret themselves on
the ship and to elude detection
during a search. Recently a stow-
away succeeded in building himself
round with wheat bags in the
square of the hatchway, so that he
was not visible to the officer who
searched the hatch before closing
and battening down. This man
made his presence known by knock-
ing on the inside of the hatch after
the ship had been at sea for two
days. On another occasion three
girls gained admission to the steam-
er, and as they were not checked
ashore again at sailing time by the
gangway guard, the vessel was
searched twice. During the second
search the girls were discovered in
the music room. One girl was play-
ing the piano and the others were
entertaining the passengers. These
girls were later discovered on an-
other ship, but they were put ashore
before the vessel sailed from
Fremantle. In another instance, two
women with their families succeed-
ed in hiding themselves until the
vessel was too far from land to
warrant its returning to port. This
party of ten obtained free board
and lodging for 20 days at the
shipping company's expense.

\$40,000 ORDER FOR THE TYNE.

Orders have been placed with
Messrs. Vickers Armstrongs, of
Walker-on-Tyne, by the Blue Star
Line for extensive reconditioning of
its 10,000-ton liners Afric Star and
Stuart Star. The work on the two
ships, which will occupy a consider-
able time, will cost about \$40,000.

CONSIGNEES

BLUE STAR LINE.

NOTICE TO CONSIGNEES.

Steamer,
"GAELIC STAR"
From ANTWERP, ROTTERDAM,
HAMBURG, NEWPORT & PORTS.

Consignees of Cargo are hereby in-
formed that all Goods are being land-
ed at their risk into the Godowns of
the Hong Kong and Kowloon Wharf
& Godown Company, Ltd., at Kowloon,
whence and/or from the wharves de-
livery may be obtained.

Optional Cargo will not be landed
here, unless notice has been given 48
hours prior to vessel's arrival, but
carried on from port to port to the
final port of call to which the option
extends.

No claims will be admitted after the
Goods have left the Godown, and all
Goods remaining undelivered after the
30th instant will be subject to rent.

All claims against the vessel must
be presented to the undersigned on or
before the 8th October, or they will
not be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
30th instant at 10 a.m. by our sur-
veyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effect-
ed. Bills of Lading will be countersig-
ned by
DODWELL & CO., LTD.
Agents.
Hong Kong, 24th September, 1931.

NEW NAVAL A.D.C.S TO THE KING.

Grandson of Charles Dickens.

Capt. G. C. Dickens, C.M.G., and
Capt. C. P. Talbot, D.S.O., have
been appointed Naval Aides-de-
Camp to the King, in place of Capt.
D. F. Moir, D.S.O., A.D.C., and
Capt. A. E. F. Bedford, A.D.C.,
promoted to flag rank on July 19
and 20 respectively.

The second son of Sir Henry F.
Dickens, K.C., the Common Ser-
geant of the City of Lon-
don, and a grandson of
Charles Dickens, Capt. Dickens
is now nearing the top of
the list of officers due for promotion
to flag rank.

He was commended for service
when commanding H.M.S. Harpy in
the Gallipoli operations, and after-
wards served in the Intelligence
Division and as Flag Commander to
the Commander-in-Chief, Mediter-
ranean. He at present commands
the battle-cruiser Repulse.

Capt. Talbot, who is studying at
the Imperial Defence College, served
in submarines during the war. He
was specially promoted to Com-
mander in the early days of hos-
tilities for his gallant services in
penetrating the Heligoland Bight in
the E 6; and in July, 1915, he
received the D.S.O. for sinking the
German destroyer G 196, while on
patrol. He last served as Flag
Captain and Chief Staff Officer to
Rear-Admiral Commanding the
Battle-Cruiser Squadron.

CONSIGNEES.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS,
LIMITED.

From LEITH, ANTWERP, LONDON,
STRAITS AND MANILA.

The Steamship

"BENLEUCH"

Consignees of cargo are hereby in-
formed that all goods are being land-
ed at their risk into the hazardous
and/or extra hazardous Godowns of
The Hong Kong & Kowloon Wharf and
Godown Co., Ltd., whence and/or from
the wharves delivery may be obtained.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
5th October will be subject to rent.

All claims against the steamer must
be presented to the Undersigned on or
before the 10th October, or they will
not be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
3rd October at 10 a.m. by Messrs.
Goddard & Douglas.

No Fire Insurance has been effect-
ed. Bills of Lading will be countersig-
ned by
GIBB, LIVINGSTON & CO., LTD.
Agents.

Hong Kong, 28th Sept., 1931.

THE EAST ASIATIC CO., LTD. COPENHAGEN.

The Motor Vessel,

"JAVA"

having arrived, Consignees of cargo
are hereby informed that all goods
are being landed and placed at their
risk into the hazardous and/or extra-
hazardous Godowns of The Hongkong
& Kowloon Wharf & Godown Co., Ltd.,
whence delivery can be obtained as soon
as the goods are landed.

No claims will be admitted after the
goods have left the Godowns, and all
goods remaining undelivered after the
5th October, 1931, at 4 p.m. will be
subject to rent.

All broken, chafed and damaged
goods are to be left in the Godown,
where they will be examined by
Messrs. Anderson & Asha on the
5th October, 1931, at 10 a.m.

All claims against the vessel must
be presented to the Undersigned before
the 8th October, 1931, or they will
not be recognised.

No Fire Insurance will be effected.
Bills of Lading will be counter-
signed by
JOHN MANNERS & CO., LTD.
Agents.

Hong Kong, 29th September, 1931.

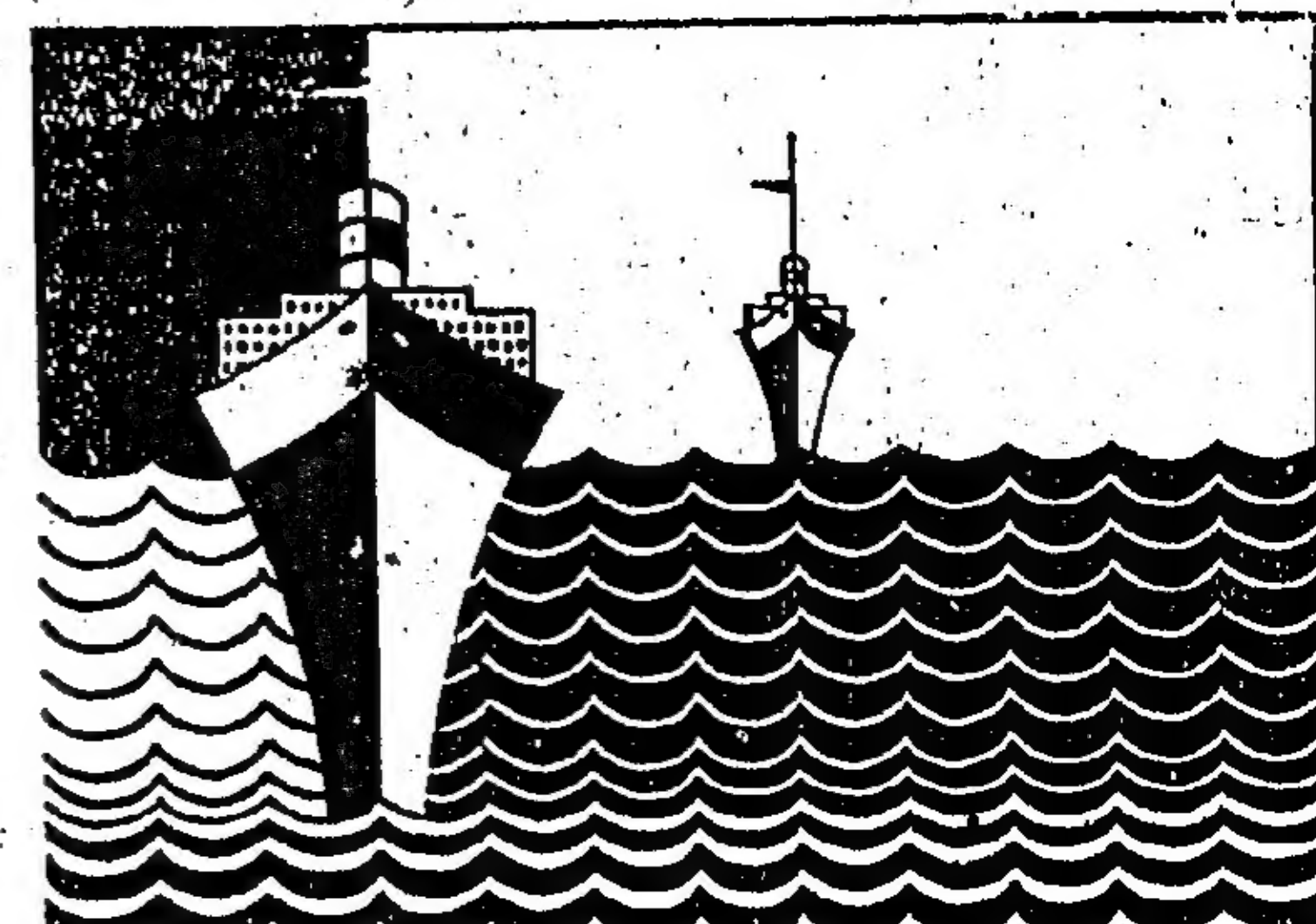
INCREASED ACTIVITY.

Tourist Traffic At
Tilbury.

Shipowners are finding the pas-
senger landing stage at Tilbury in-
creasingly popular among tourists
on holiday cruises.

A large proportion of the 11,500
passengers who embarked or dis-
embarked during July were in this
category.

In all 46 vessels, representing
357,125 gross register tons, used the
stage, the average time taken for
each vessel being 1 hour 20 min.,
including the landing of baggage
and mails.



The Outdoor Deauville Pools

on the new President Hoover and President

Coolidge are several times larger than the

average plunge. Built of jade green tile,

with striped awnings in Country Club style.

White sand beach, gay umbrellas and water

balls, add to the fun. Every sport and ac-

tivity has been provided on these new

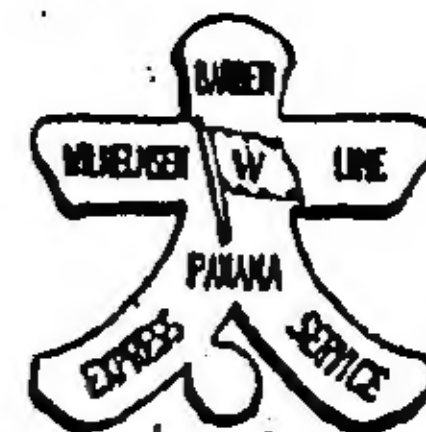
super-liners soon to take their place in the

Orient-to-New York via California Service.

DOLLAR

STEAMSHIP LINES

President Liners Serve the World



BARBER WILHELMSSEN LINE

THE PREMIER ALL WATER ROUTE TO NEW YORK
and other U.S. Atlantic Ports via Panama.

All vessels call at SAN FRANCISCO and LOS
ANGELES en route.

Passengers desiring to travel by this interesting
route will find the accommodation provided well
up to their expectations, and at a cost most
reasonable.

42 Days To New York.

For Passenger and Freight information please apply:—

DODWELL & CO., LTD.

Queen's Buildings. Telephone 28021. Agents.

BRITISH WUCHOW LINE

SAILING DATES FOR OCT., 1931 (Subject to Change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 3 p.m.

Steamer.	Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
TAI HING	FRI. 2nd	SUN. 4th	MON. 5th	TUES. 6th
TAI HING	MON. 5th	WED. 7th	THURS. 8th	FRI. 9th
TAI HING	THURS. 8th	SAT. 10th	SUN. 11th	MON. 12th
TAI HING	SAT. 10th	MON. 12th	TUES. 13th	WED. 14th
TAI HING	WED. 14th	FRI. 16th	SAT. 17th	SUN. 18th
TAI HING	FRI. 16th	SUN. 18th	MON. 19th	TUES. 20th
TAI HING	TUES. 20th	THURS. 22nd	FRI. 23rd	SAT. 24th
TAI HING	THURS. 22nd	SAT. 24th	SUN. 25th	MON. 26th
TAI HING	MON. 26th	WED. 28th	THURS. 29th	FRI. 30th
TAI HING	WED. 28th	FRI. 30th	SAT. 31st	SUN. 1st

Ports of Call—Samshui, Shuanghai, Takling & Doshing.
Fares Return (not including meals) \$20.00.
Meals and Wines are to be obtained on board.
Hong Kong Arrivals & Departures from Tai Hing Wharf.
For information apply to—
29, Connaught Road, West, SANG WO Co., Ltd.
Phone 20803.

THE KWONG HIP LUNG CO. LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS
and IRON FOUNDERS. All work done in this establishment is
guaranteed. We have over thirty years' experience. We own two slip-
ways and can accommodate any craft of 200 feet long.
Town Office: 54, Connaught Road Central, Hong Kong. Tel. 20455.
Shipyard: Sham-shui-po, Kowloon, Hong Kong. Kowloon Tel. 57009.
Estimates furnished on application.
Hong Kong, April 1, 1924.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

HEAD OFFICE AND WORKS:

Telegrams: "MANIFESTO, HONG KONG." KOWLOON, HONG KONG OFFICE 28020.
KOWLOON DOCK 58053.

DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND
ENGINEERS, BOILER MAKERS, IRON, STEEL, AND BRASS FOUNDERS.
FORGE MASTERS, WELDERS AND ELECTRICIANS.

On Lloyd's

List of

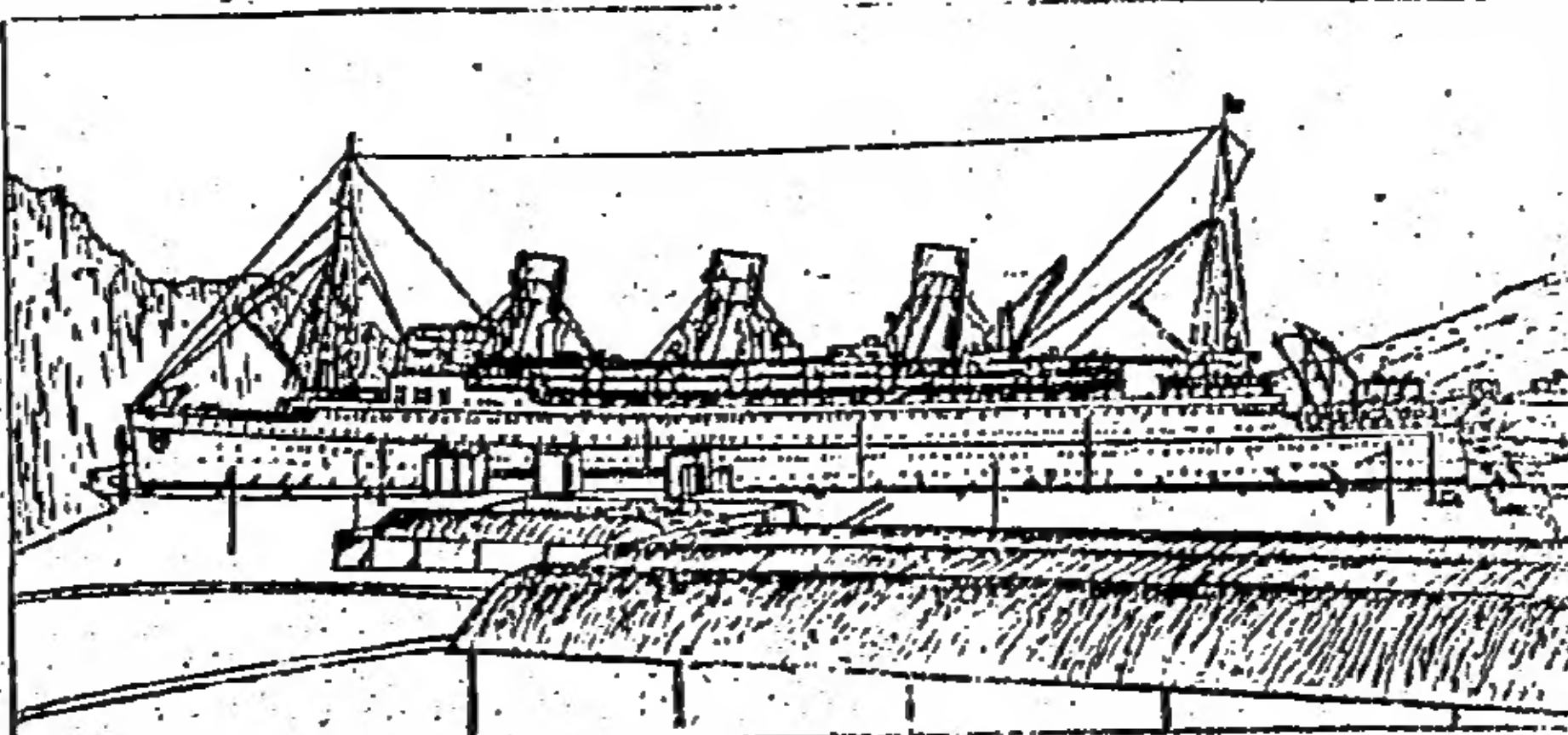
approved

Cast

Steel

Manufac-

turers.



Harbour

Call Flags

Engineer

"K"

Boiler-

maker

"W"

Shipwright

"L"

T.S.S. "EMPRESS OF JAPAN."

In No. 1 Dock. Dimensions—366'0" O.A. x 83'6" x 48'6" Mid. 26,000 tons Gross.

The Company possesses Six Granite Docks and Two Patent Slipways.

The dimensions of No. 1 Dock are 700'0" x 88'0" x 30'6" over all, H.W. O.S.T.
Salvage Tug "Henry Kewick." 2,000 L.H.P. Wireless Call Signal V.P.R.T. and Flag
Call Signal T.H.Q.B. Sheerlegs capable of lifting 80 tons.

Codes Used: A1, A.B.C. Fifth Edition: Engineering, First and Second Edition.
Western Union. Bentley and Watkins.

Kindly send enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hongkong.

THE
CARAVAN
FETTE PEKING RUGS—FINE LINENS
LINGERIE (New Design)
NEW CONSIGNMENT OF
COSTUME JEWELLERY

7, CHATER ROAD,
(St. George's Building)
HONG KONG.

ARCADE,
PENINSULA HOTEL,
KOWLOON.

The China Mail.

ESTABLISHED 1845.

HONG KONG, THURSDAY, OCTOBER 1, 1931.

DENTALINE

(Concentrated Antiseptic)
Is more than a mouth-wash—it actually
KILLS GERMS

Dentaline is an Antiseptic Germicide and Astringent.
Properly diluted it is delightful to taste and
refreshing to use.

THE PHARMACY

Asiatic Building.

Tel. 20345.

Queen's Road

CENTRAL SEE THEATRE HEAR

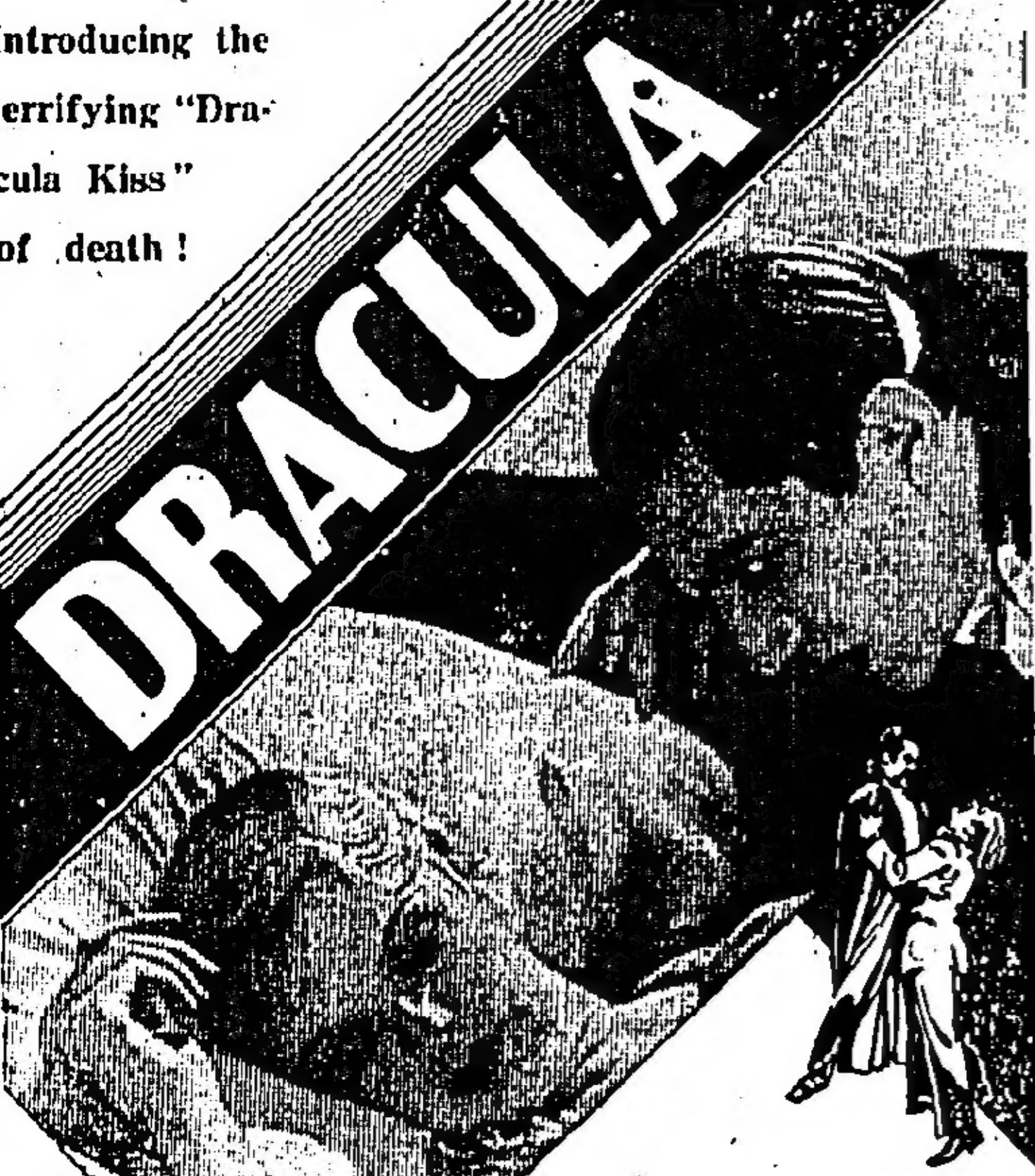
SHOWING TO-DAY

At 2.30, 5.10, 7.15 & 9.20 p.m.

The Weirdest Character in Fiction — In
A Motion Picture That Is The Last Word
in —

THRILLS! THRILLS! THRILLS!

Introducing the
terrifying "Dra-
cula Kiss"
of death!



With Bela Lugosi, David
Manners, Helen Chandler,
Dwight Frye, Edward Van
Sloan, Herbert Rudin,
Frances Dade, Charles
Gerrard.

TOD BROWNING'S
Greatest Production

Presented by Produced by
Carl Laemmle Jr. Carl Laemmle, Jr.

The Gold Medal Thriller of the Year!

COMING ATTRACTION



LEW AYRES
in "IRON MAN"

ECONOMY BILL

NOW AN ACT OF
PARLIAMENT.

A NEW ERA

**SIR A. S. MAITLAND
DEFENDS BILL.**

London, Yesterday.
The Economy Bill, having
passed through Parliament, is
now an Act, and will in due
course be placed in the Statute
Book.—Reuter.

**Bill of Unprecedented
Character.**
Rugby, Yesterday.
Lord Reading moving the second
reading of the Economy Bill in
the House of Lords said that
but for the emergency which ex-
isted it would be indefensible to
ask the House to pass the Bill
which was of an almost unprece-
dented character and gave Gov-
ernment power to act by means
of Orders in Council which would
have the effect of Acts of Parlia-
ment. The Budget, however, had
to be balanced.—British Wire-
less Service.

Pains in Heralding New Era.
Rugby, Tuesday.
In moving the third reading of
the Economy Bill in the House
of Commons, Sir Arthur Steel
Maitland said that it was de-
signed to meet an emergency de-
manding quick and decisive ac-
tion. He asked the House to re-
cognise that the late Government
had agreed to nine out of ten of
the economies now proposed,
which might be of very great
benefit to the country in view of
the developments bound to come
and which not only this country,
but other countries, had to face.
The crisis was confronting
other countries and would con-
front nearly every country in the
world.

It was not merely a difficulty
that could be surmounted leav-
ing the world just as it was be-
fore. These difficulties were
really pains that went before the
birth of a new state of affairs
and that was a fact that every-
one would be forced to recognise.
Within ten years from now, he
said, there would be a regime of
international agreement on eco-
nomics and finance surpassing
anything hitherto contemplated.
This question would equal, if not
surpass, in importance the ques-
tion of armaments.

Gold As A World Problem.
Gold would have to be dealt
with as a world problem and
there would have to be inter-
national-lending of capital and
quite possibly concerted action
for preventing undue fluctuations
in credit. That kind of action
was coming and would quite in-
timately affect welfare of masses
of people in all different coun-
tries and would affect intimate-
ly employment and the standard
of life.

People looking back some years
hence would realise that the pre-
sent troubles were an inevitable
outcome of postwar conditions

SHARES STILL QUIET.

Some Deals on a Cash
Basis.

TO-DAY'S FEATURES.

The official summary issued by
the Stock Exchange to-day states:
The market is still on the quiet
side with some transactions taking
place on a cash basis.
Banks were in demand at \$1,625.
Cantons were on offer at \$1,500.
Unions were wanted at \$435.
China Underwriters could have
been obtained at \$55.

H.K. Fires were in the market at
\$1,485.
Steamboats had sellers at \$27.
Wharves were done at \$161.
Providents (old) could have been
had at \$5.90. The new shares were
wanted at \$27.

Hotels (old), which changed
hands at \$15 and \$15½, had buyers
at the former rate and sellers ask-
ing the latter at the close. The
new shares could have been obtain-
ed at \$15.

Lands were on offer at \$86.
Realities were offering at \$15½.
Ewos, after being done at Taels
16.40 and Taels 16½, closed in de-
mand at Taels 17.

Trams were dealt in at \$21¼ and
\$21½.
Star Ferries, which were done at
\$94, closed with sellers at \$95.

China Lights were dealt in at
\$28¼.
Electrics could have been obtain-
ed at \$80.

Telephones (fully paid) were in
demand at \$43½, as were also the
part paid shares at \$29½, after
sales being put through at \$30.

Ropes were in request at \$16.
Dairy Farms were offering at
\$32.

Lane, Crawfords (old) were in
demand at \$6.
Constructions' rights were offer-
ing at \$2.

and it was only the jealousies and
the suspicions of nations which
had made approach to them un-
certain and fumbling up to now.

**Great Britain Plays a Leading
Part.**

When these developments
came, Great Britain would na-
turally be fitted to play possibly
the leading part in it. He urged
that use should be made of the
large measure of agreement
which existed, so that the coun-
try might face the future and
gain the enormous influence
which it could have in shaping
the new era on which the world
has just entered.

No Justification for Bill Now.

Sir Stafford Cripps, moving
the rejection of the Bill, said the
justification for the Bill when it
was introduced vanished when
the country went off the gold
standard and the fact that a
crisis existed in the world did
not necessarily call for hasty and
unwise legislation, and the
granting to Ministers of wide
emergency powers.

The third reading was carried
by 297 votes to 242.—British
Wireless Service.

HAPPY ENDING

SINO-JAPANESE
CONFLICT.

UNDERSTANDING

**LEAGUE COUNCIL
ENDS LABOURS.**

Geneva, Yesterday.
A denouement in the Sino-
Japanese conflict was reached at
this afternoon's sitting of the
Council by the adoption of a
series of resolutions embodying
the Chinese and Japanese replies
to the Council's appeal—Japan-
ese denial of territorial designs
in Manchuria and statements as
regards the withdrawal of troops
—and the Chinese Government's
acceptance of responsibility for
Japanese lives and property out-
side the rail zone—and Chinese
and Japanese assurances to pre-
vent aggravation of the situa-
tion.

The Council is to meet again on
October 14 to consider the situa-
tion, only if necessary.

The Council, thereafter, ad-
journed.—Reuter.

Statement in British Parliament.

Rugby, Yesterday.

Replying to a question in the
House of Commons, the Under-
Secretary for Foreign Affairs,
Captain Eden, referred to the
course of events following the
appeal addressed by the Council
of the League to the parties to
this dispute. He said that the
Chinese Government in their re-
ply to the League Council had
expressed gratification at the ac-
tion taken together with the
hope that further measures
would be forthcoming. They,
however, modified their original
demand for the appointment of
a neutral commission of investi-
gations into the proposal that
the Council should help the
parties to reach an agreement as
to arrangements on the spot
which would make it possible to
fix an early date for completion
of withdrawal.

At two successive meetings of
the Council the Japanese dele-
gate reported progressive with-
drawal of Japanese troops from
Chinese territory. He had de-
clared that his Government had
no territorial designs on Man-
churia, and that they maintained
their determination, of which
practical proof had been given
during the last few days, to with-
draw their forces within the
railway zone in so far as the
safety of Japanese nationals and
their property were effectively
provided for. He added that all
Japanese troops were now with-
drawn except for those in Muk-
den and Kirin and for a small
number in two other towns.—
British Wireless Service.

AMUSEMENTS

AT THE

QUEEN'S

TO-DAY TO

SATURDAY

At 2.30, 5.10, 7.15 & 9.20.



WARNER
BROS.
Present

**SINNERS
HOLIDAY**

VITAPHONE

With
**GRANT WITHERS
EVALYN KNAPP**

NEXT CHANGE

"Love goes with music and
magic nights"
He paid for her love, and
started her on a career of
gilded Continental gaiety.
Only at the end — a ruined
man — does he find out the
priceless quality of her love!



RAMONA
NOW ON
DAVEY BROS.
SCREEN

A Metro-Goldwyn-Mayer Picture



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Soap**

Prevents and cures
SKIN DISEASES
especially

Prickly Heat

Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN
WILSON, Business Manager, at 26 Wyndham Street, Hong Kong.